

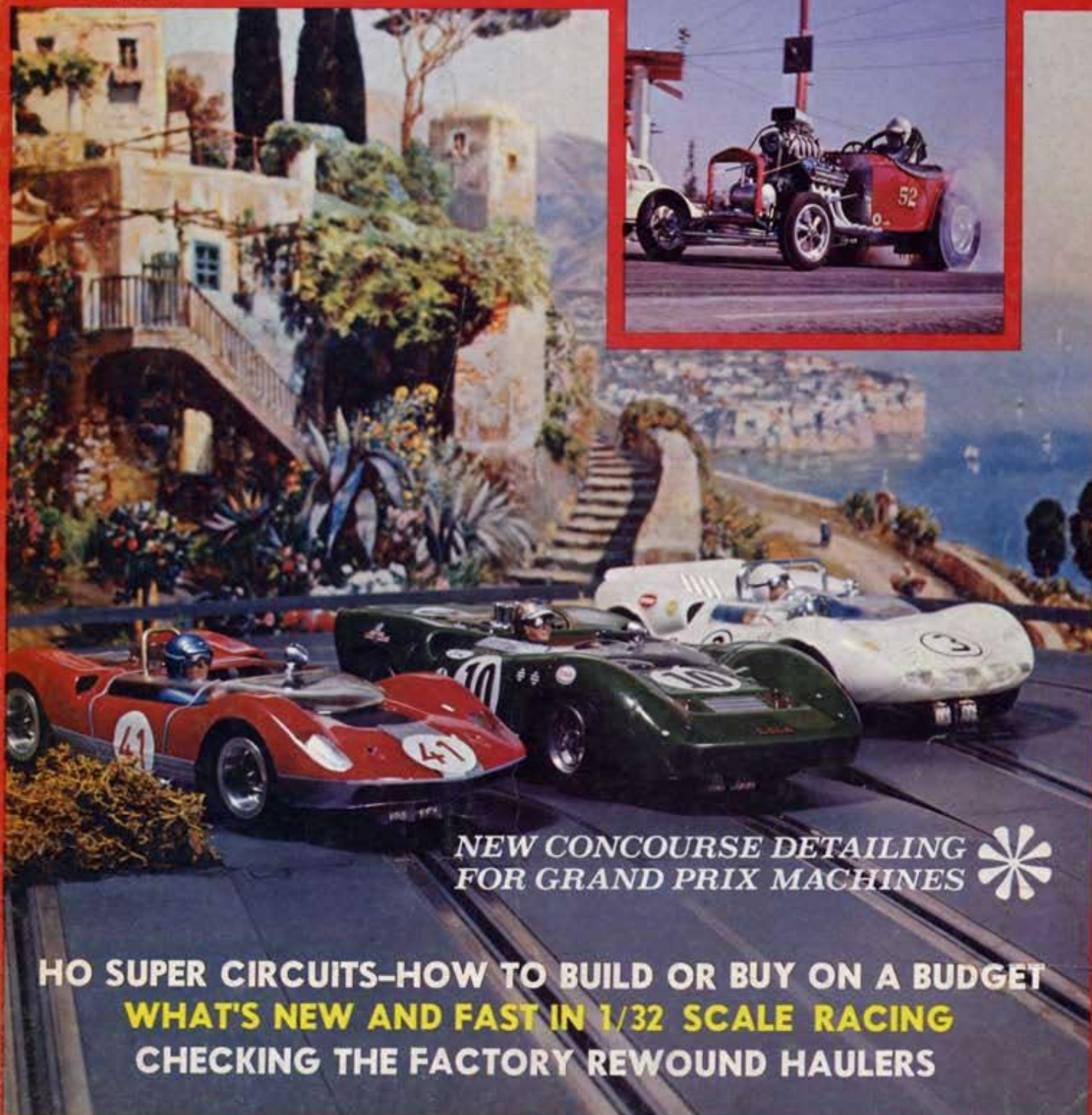
INSIDE: THE MAD MOD MONKEE WINNERS

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AUGUST, 1967

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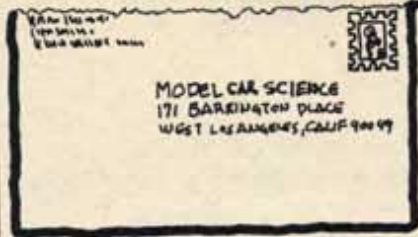
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model mail



THE PRICE OF A HOME TRACK?

I am probably just one of thousands who write you inquiring about the necessary information needed to build a good home racetrack.

Could you steer me straight, as to what I need to assemble a track, and the approximate cost?

Wayne Suhm
Surf City, N. J.

The cost of a home track can vary from \$25 for a good two lane track on one 8' x 4' sheet of particle board, to \$150 for a big, three lane job, using several sheets of wood. It all depends what you want, and how elaborate you want to go, Wayne. We suggest you send \$4.00 to Rayline, PO Box 1738, Thousand Oaks, Calif. 91360, for their two books on track building. One is titled "The Rayline Portfolio Of Track Designs", and the other "The Art Of Track Building". You get wiring diagrams, plans, and complete "how to" instructions to build 2, 3, or 4 lane home tracks. Include 50¢ for shipping via first class mail.

HERE'S A FRESHMAN!

I know your mag is the greatest, guys, but you keep forgetting about us beginners! You print stuff only for Seniors! We Freshmen need help too you know!

Andrew Schneider
Levittown, N. Y.

Well frankly, Andy, we don't think we're guilty, but we're always willing to listen to complaints. We try to balance off each issue with the proper blend of advanced and beginner articles. However, the customer is always right! We'll try harder! If most of you guys want it "old-stuff-

and-easy", just say the word; but if you want the hottest pro ideas, we've got lots of 'em!

HE DIGS R/C CARS

I'm a regular reader of your fine mag, and especially dig those R/C (radio controlled) cars you've been featuring! Where can I buy a set?

John O'Henry
San Francisco, Calif.

You shouldn't have any trouble buying the equipment in a swinging place like San Francisco, John, but in case you can't find what you want, send a long, self-addressed and stamped envelope to Western Hobbies, Inc., PO Box 49978, Los Angeles, California 90049. They'll send you complete brochures on the R/C jobbies. They carry them in stock, and ship by air to any state outside of California. If you live in California, they have to ship via surface mail, but it still only takes a few days.

IT WOULD HELP, BUT IT'S ILLEGAL!

Last week I saw something that I thought was pretty sharp. A fellow had a double set of gears on his car. Would this increase speed?

Also, in another area, would it help if I added another guide shoe at the back of the car, but of course, with no motor wires connected to it?

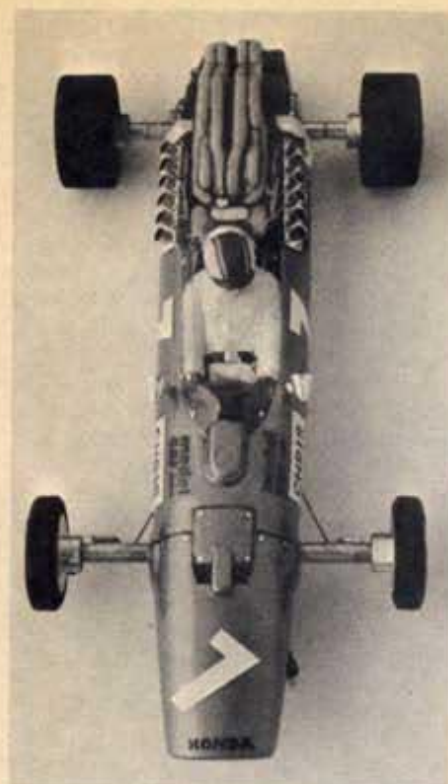
Paul Walker
Hamilton, Ontario

The answer to your first question is no, Paul. Double gears would add no speed, and in fact, would probably make the car go a bit slower, due to increased friction between the gears.

The twin guide shoe idea sounds good, but it's illegal, for obvious reasons. It would be cheating, pure and simple, since you wouldn't even have to drive the car anymore! And you'd quickly realize that it would be no fun just holding your thumb down and watching the car sing around the track, without you having to exercise a bit of driving skill.

HERE'S A SHARP IDEA!

At last, no more screws or pins in your clear body shell! Just run down to your local sewing center, and ask for Velco material. It's just two strips of cloth, one side wooly, the other with little nylon "hooks" in it. All you do is cut a



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model car *Science*

Volume 5, Number 8

August, 1967

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ON THE COVER — The big question making the mostest noise on the slot scene concerns scale detail and pure speed. It has to be either-or, say some Hot Thumbs. Not so, retorts the concourse crowd. Is there a possible compromise? We think so; check it out on page 36.

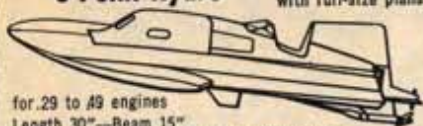
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piece and glue the wooly side on the side of the body shell, on the inside of course. Then, on the body mount, screw or glue the wooly side of another strip, to the body mount flange. Do this to both sides of the car. When you slip the body over the chassis, the two "hook" surfaces should touch each other. They cling together very securely, yet can be taken apart easily when you want to remove the body. How's that?

Joe Eaton

Ft. Collins, Colo.

Thanks for the tip, Joe. Sounds great! For the benefit of you readers, you don't have to beat your brains out trying to find that exact brand name. There are no doubt several outfits making this material. Just explain to the clerk what you're looking for.

IS A MOTORCYCLE ELIGIBLE?

I would like to know if a motorcycle is eligible for your Model Of The Month contest?

Dennis Blais

Ste Foy, Quebec, Canada

It sure is, Dennis. Our contest is for any kind of model. We judge on workmanship, paint quality, detailing and originality. Just send a black and white, sharp photograph, of any size, to The Contest Editor, MODEL CAR SCIENCE, 171 Barrington Place, West Los Angeles, Calif. 90049.

NEEDS PINSTRIPING TAPE

Would you please give me the address of a company that makes good quality 1/16" and 1/32" pinstriping tape?

John Houser

Churchville, Va.

Sure will, John. Write to BuzCo Mfg. Co., Dept. MCS, P.O. Box 5342, Station #1, North Hollywood, Calif. 91605. They'll send you a free catalog.

WANTS TO HOLD DECALS IN PLACE

I have a Cox Chaparral that looks pretty sharp. I want to know how to keep it looking that way. In my opinion, there's no point in putting decals on, if they're going to get all ripped up the first time the car rolls over.

How can I protect my decals?

Philip Lescano

Eureka, Calif.

Right after the car is painted, and the decals applied, spray the decals with Testor's Chipguard.

It a clear coating that puts a hard finish over the decals. Easy and quick. The price is just 69¢, and should be available at any hobby shop or department store.

HELP THIS NEW ZEALANDER, FELLAS!

I would like to have a pen-friend in the U.S.A., ages about 14-15 years old. I have five good slot cars, and the hobby is catching on rather well here.

My other hobbies are drag racing, tennis, basketball, and in general, most sports. Thank you.

Ross Kinraid

46 Flower St. Fairfield

Dynedin S.W.Z. Otago

New Zealand

There you are mate. Always glad to help, and hope some of our American racing fans come to the rescue.

WHERE TO FIND "LETRASET"

You've often mentioned "dry transfer" sets named "Letraset." Where can I get these?

Tim O'Leary

San Francisco, Calif.

We always recommend that you try your local hobby shop first. If they don't have what you need, stop in at the stationery store, or even your local dime store! For those of you who don't know what this is, it's a sheet similar to decal numbers, but all you have to do is place the sheet up against the material you want lettered, and rub over the letter. It is transferred "dry" to the surface. You can make up your own lettering, and the finished job looks very professional.

BRUSH PROBLEMS

I've been reading your fine mag for three years now, and have learned much. Now I've got a problem. Where can I obtain those #00 brushes your writers keep referring to, when they say "detail the small parts with a #00 brush, and bottle enamel". Everything I've tried just doesn't work, and I can't find the brushes in the hobby shop.

Steve Benghiat

Manhattan Beach, Calif.

Look in your local art store, or paint store for these brushes, Steve. Most of them carry a complete line of small brushes. The brushes for oil work fine. If you can't find them there, try the Delta Brush Corp., 120 South Columbus Ave., Dept. MCS, Mount Vernon, New York 10553.

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the WORD from the PIT

By Speedy Gonzales
(fastest thumb in the west!)

Future issues of MCS should be really "out of sight" amigos! We'll be gassing about radio control cars, boats, and planes, hitting the model rocket scene, and taking a good look at the interesting world of model railroading and conventional gas-powered airplanes. All this, of course, in addition to the usual thorough coverage that we give to the slot racing and static model scene... and just how are we going to swing all that? We're going to put out a bigger and fatter mag!

No doubt, there are some of you out there who are going to howl and moan about the coverage we'll be giving the other happenings in the wild world of scale. You should, however, like maybe stop and think twice before you scream. If you haven't tried building model airplanes, for instance, you're missing one wail of a detailing scene. Ol' Speedy has been gluing boats, planes, and

trains together since he was knee high to an Ulrich Mini-Man. And I wouldn't give one single phase of my interests up for anybody!

I enjoy turning out a super-detailed World War One Spad fighter plane, just as much as I do turning a fast lap with my best model racing car. There's nothing that says you can't have more than one hobby.

How many of you out there right now, have more than just one scale hang-up? I'd like to hear from you. Drop me a note stating which category you like the best, of the following: Cars, airplanes, boats, trains, model rockets, radio control vehicles (including boats, planes, and cars). And for that matter, if you have a hobby doing something other than these listed categories, tell me about that too. I like to get mail, amigos. I probably won't be able to answer you, but at least you can be sure that I'll read every single one.

This is the one way that we know for sure just what the readers dig the most. We'll try to slant the magazine in that direction. The Boy Editor occasionally leans on me and his eyes focus nice and sharp for an instant, and he whispers "Speedy boy, we gotta give our troops out there in the real world, what they want. What do they want?"

Well, what do you want? All you have to do is tell us muchachos. We're here to please.

The radio control kick is growing like a wild and wicked weed! We get tons of letters (pounds?

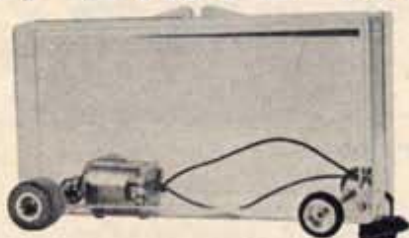
Ounces?) on this subject, some from the old pros, with the antennas sticking out of their heads, and others from newcomers who just see something they like, and want to know more about it.

And something else that is coming on like gang busters, is the 1/32 scale cars! Caramba! Rigger's new 1/32 rear tires (3/4" Super-Sponge rubber, on 5-40 threaded, machined aluminum wheels) are now on the market, at 98¢ a pair for the black anodized jobs, and 89¢ for the polished aluminum rims. They work and work and work, on many track surfaces! Oh joy and rapture!

And yes, yes, the rumors are true! They've even got a hairy 1/32 RTR, as does Dynamic Models, both of which should be ready for the Christmas trade. Watch these sell!

But some of the hombres out there must have their hearing aids turned off. I drop in and talk to the manufacturers now and then, and slip some of my "truth serum" into their morning coffee, and listen to them drone on, all the time with my Tijuana tape recorder turned on, of course. Some of them don't seem to know that there even is a scale like 1/32! Poor deluded losers. Where will they be when the big 1/32 revolution is in full swing? I'll tell you where; they'll be frantically tooling up while everybody else is selling cars like mad. Well, some guys never get the word until it's too late.

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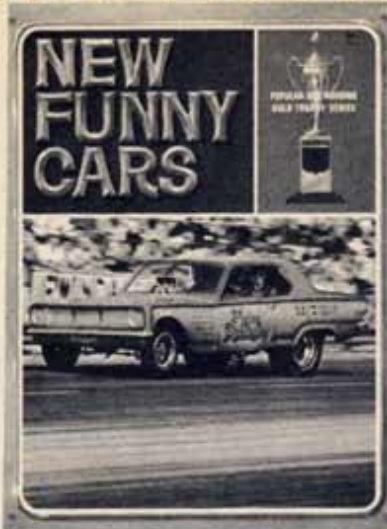
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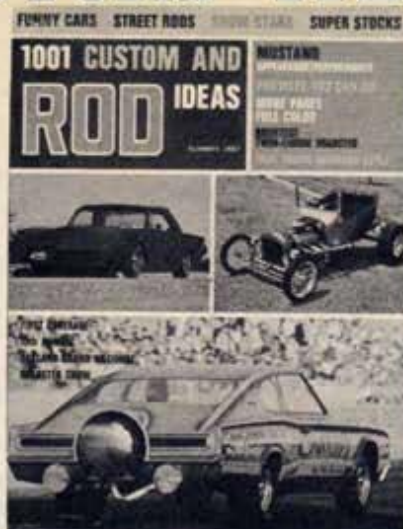
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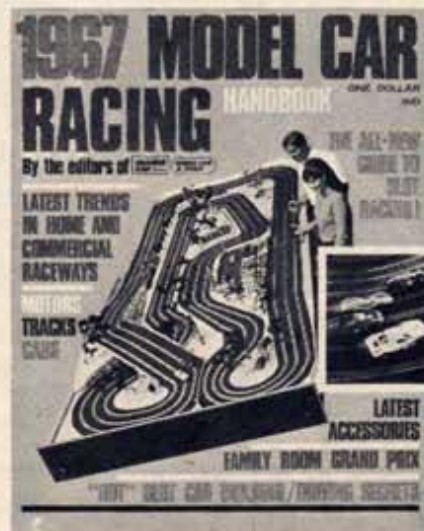
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modelers' QUESTION SESSION

Q I plan to buy Monogram's 1940 Ford Pickup kit and was wondering if the tow car equipment in the AMT 1934 Ford truck kit would fit. The '40 Ford is in 1/24th scale but the '34 Ford is a 1/25th scale model. How much work would it be to change these parts around?
DOUG GOODMAN
Lombard, Ill.

A In this case you should have no trouble swapping the 1/25th scale tow truck equipment with the 1/24th scale truck pickup bed. It will look somewhat smaller but this is not uncommon for tow trucks as they all seem to have different size units anyway. There is another

kit that makes into a tow truck. That being the '67 Chevy truck of AMT's, except that it is a lot larger and I think it would be too modern for a '40 Ford. I suggest that you use the unit from the '34 Ford as it requires no extra work to set it into place on your model.

Q I'm new at model car building and I would like to know what "channel" means. And how can I order back issues of your magazine? This magazine is groovy!
SCOTT LOWRY
Streamwood, Ill.

A Channeling is a term used by the real car builders to describe the lowering of a car body down over the frame rails. This applies more to the earlier cars which had the body sitting fairly high on top of the rails, unlike the cars of today which have been more or less channeled, or lowered, to start with. When channeling a car you must altar the inner area as the amount of space lowered over the frame must be eliminated in the interior. This brings the floor up a great deal and cuts down the thickness of the seat cushion. Well, Scott, I hope this helps in your model building. Just keep at it... building models is a great hobby.

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ton Place, Los Angeles, Calif. 90049.

Q Will you please tell me which engine was used in the "Would You Believe A Corvette Panel Wagon?", in the April '67 issue? Keep up the good work.
MIKE FLEMING
New Cumberland, Pa.

A The panel is fitted with the Chevy engine that comes in the kit, but has all the good speed stuff fitted to it. No great changes were made on the engine so I did not show any shots of the engine compartment.

Q I have a 1965 Barracuda and I want to take off its ORANGE color. What kind of sand paper should I use? I also have a 1965 Tempest which has about three coats of hand painted enamel. How should I scrape it off?
FRANK RANIERE
Flushing, N.Y.

A No, Frank! Not the sandpaper! Use model airplane fuel. K&B fuel or Cox-fuel works great and will not 'craze' the plastic. K&B seems to cut the paint a little faster. Dip an old toothbrush into the fuel and brush the body briskly. It takes awhile for the fuel to soften the paint. Be sure to rub in the direction of the door lines and body lines to remove all the paint. After the paint has been removed thorough scrub the body with warm, soapy water to remove all oil. This is a very important step. The body must be free from oil before it is repainted. This TIP was shown in the Nov. '66 issue.

Q In your March '67 issue (page 48) you showed a Camaro that has been fitted with wrinkled slicks. How did you do it, or where can I buy some? Also, my hobby dealer told me you can make putty by mixing Talcum powder with model glue. But I think it is a waste of glue. Do you have any other ideas?
DAVE SUNDBERG
Minneapolis, Minn.

A Evidently you did not read the text portion of the Camaro article, because it stated that the wrinkled slicks were something new that AMT has come up with in their white plastic tires. This tire could only be

done in plastic, but it looks great after it has been painted with flat black paint. Putty can be made from glue and talcum powder, and while it makes good putty, it is messy to make up. There are quite a few kinds of putty that will work on plastic. You can buy tubes of regular body putty for models at most hobby shops. I use Duratite Surfacing Putty. It is sold at most paint and hardware stores. It is used primarily for filling cracks or holes before painting, but works very well on models. The cans are available in a number of colors to match different woods but they also have it in white. It dries very fast and can be filed and sanded in a few minutes after applying. Remember, for good results with putty, it should be primed after it has been sanded smooth. Simply spray on primer or some of the paint you are going to use on the model; let the spots dry, then sand again. You must work at it some to get the puttied areas as smooth as the rest of the plastic body. You might have to re-prime the spots and sand them again until they blend perfectly with the body. Now you are ready to paint.

Q I am fairly new at model building and would like some information on Revell's 1951 Anglia kit. Is it already molded in factory colour? If so what colours will coat well and what would I use for base paint? Also would the Hemi engine from Jo-Han's '66 Plymouth Fury fit without too much difficulty? Your magazine is wild so keep up the good work.
BOB CAPICHORN
Indian Head, Sask., Can.

A Yes, the Revell '51 Anglia is cast in a red metallic plastic. As for a good looking paint job for this rod, I have built three of them and each is a different color. You will come up with a very sharp looking model with Pactra's Candy Apple Red (#S23) over a gold base coat. Or you might like to use their Blazing Red (D53) Diamond Flake over the base gold. Also, you could paint the model solid red or orange as these both cover the red plastic well and make neat looking jobs. As for using the '66 Plymouth "hemi" engine, you should be alright there. I fitted an early model Chrysler blown

hemi in that little engine compartment without much work. If you run a blown engine you must leave the radiator out; but that's no problem as most racers run this way. Here is another idea you might like to try on the wild little bomb. Fit a piece of small gauge screen wire into the grille opening. You can also fit the fuel tank ahead of the engine just behind the nose piece.

Q I am building a '67 Cougar. I painted the body like a local taxi car. I am wondering whether to use the kit engine (Ford with Weber carb setup) or a fuel injected "427" Ford engine from the AMT '67 Comet Cyclone. Which engine would you select?
DOUG WHITE
Elkhart, Ind.

A You asked about swapping the Comet's engine for the Cougar. The two engines are almost exactly alike with the exception of the manifolds. You can use the Cougar kit's engine and glue the Comet's injection setup right on top of this engine. If I were setting up the car I would use the injected setup from the Comet kit.

Q In your January '67 issue, Page 35 (Model Contest) there is a 1963 Chevy II by Henry Borger. I would like to know how or where to get any Chevy II model like this.
SCOTT KODOUSEK
Milwaukee, Wis.

A Scott, you are in luck on the Chevy II kit and it even has an altered wheelbase. AMT recently brought out a '65 Chevy II Funny Car kit. Hence, the body has the rear wheel wells altered. It has a 427 Chevy engine that has the long injector stacks and all that other good stuff.

Q I'm building an AA/alterd version of IMC's Volkswagen. What could I use to make it look as though the inside was carpeted? Also, since the exterior is Metalflake Burgundy what would make a good interior color combination? I plan to customize the inside even though the roll cage will stay.
RICK FORMAN
Beverly Hills, Calif.

A It is only my opinion, but I would not be inclined to go too way-out on customizing the



modelers' QUESTION SESSION

interior as you are building the model as an all out drag car. I would spray the floor panels silver base coat to look like aluminum panels and the rest of the interior flat white. For carpeting paint the floor silver and then brush on flat black on the area that would be covered with carpet. To get a real carpet look you could use black flocking. The best way to hold this down is to paint the area with gloss black and cover it with the flocking. The flocking will stick just to the freshly painted area and the rest can be blown off.

Q Could you please give me some tips on trimming fenders to fit the big tires? Yours are the finest model articles on the stands.

KEITH EIDSON
Statesville, N.C.

A I have used two different methods to radius the wheel wells. You should start out by holding a tire up to the body and marking around it with a pencil. Now you can either cut away the portion of the body or file it away. To cut it use a sharp X-acto knife and take off a little at a time until you get to the line. File down the edge that has been cut. The other method is to use a big half-round file to do the job. The one I use is a 12-inch long and 7/8-inch wide. It is a coarse one that takes down the plastic quite fast. This file's curved side has a radius that is about the same as a 1/25th scale slick tire. By using a coarse file, it cuts the plastic faster and does not clog up like a fine one would.

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SPEED & TECH



THE "NEW" PAN CHASSIS

The last any of us on the West Coast saw of the brass pan chassis was a long, long time ago. Since the old Echo Hobbies' Bonner and Pittman 704 sled frames vanished in the wake of slot car progress, tube, rod, and piano wire frames have been pretty dominant. But now a new breed of slot car magnets (Arco's, Magnums, etc.), combined with the knowledge of how to use them, pushed the torque of 16D-sized cans sky high.

This added-zap gave the chassis builder a stronger motor to pull his car around and so he could build heavier, better handling, frames. This was done primarily by changing from tubing to rod, and gradually adding more and more rods. It figured that it was only a matter of time before the four or more rods to either side of the can would be replaced by a strip of brass.

And it finally happened! K.D. White had one of the first of the new breed, and it handled. In a matter of days John Skeels, The Nor Car team, Frank Tabor, and everyone else began toying around with the new idea with a lot of interest. In place of the four rods (1/2" wide), a 1/2" strip of .032" brass is used. Because the strip (.032") is narrower than the rods (.062") and of approximately the same weight, you really drop your c.g. and end up with a super handler. We hope to have an article ready on this soon.

THE BODY BIZ

If a clear body is going to sell in large quantities, it either is a very popular style or it handles well. Popular styles are usually current models of the latest full sized machines, so in order for a

manufacturer to get and keep with popular styles, he must keep making new releases. That's expensive though, so some new handling pluses are the latest additions to the major body makers.

Lancer's latest line of Indy cars and the Ferrari P4, Lola, and Ford Mk. II coupes are all still formed in the usual .040" butyrate, but offer a larger amount of room for the body butcherer to operate in. Russkit, whose Lotus 40 is the "in-demand" sports car at the moment, now has taken their primarily sports car line of clear shells to .015" for "advanced" drivers. Whether or not you are an advanced driver is up to your own judgement, but these super thin bodies won't take a lot of punishment. Most paints curl the body upon drying, minor smack-ups destroy them, and they are so fragile that the expectant lifetime is only a few races at the most.

To offset this is, better handling and a host of other goodies is what American Russkit gives you for your \$1.50. This includes chrome trim, vacuum formed interior w/driver, decals, a paint mask set, and an untrimmed body. The shell is left with its base still intact to give it some added resistance when the paint starts to shrink. Follow the instructions to the letter! Both Pactra and CorBen's Aztec bodies are lightly altered before you get them for a little added performance. Pactra's 3 liter Ferrari is an all time favorite in the G.P. events. CorBen will go a bit thinner to .025" duralite on all of the models, which will include the Camaro.

AROUND THE CONTINENT

West coast motors, frames, etc., are like those of any other area in that they don't run very well anywhere else, but in the area they are built for. Frank Vales (of Wel Dun) and I both ran at the famous Playland Raceway up in San Francisco and found out that pro series cars just don't go in the Bay City. My Lancer McLaren F1 ran some hot laps at 6.53 seconds at American Hobbies at 3:00. On the same track at 8:30 of the same day a blistering(?) 9.11 was my fastest time. Same Imperial 150 track, same American power pack.

That grim experience, linked with correspondence or personal contact with Canada, Washington, D.C., and Georgia, indicates

that a good deal of my previous scratch building articles don't really suit non-L.A. type tracks. But the theory and planning methods are all the same. I think that a good comparison is in order, though, so that every one can see what other guys are running and maybe learn a little from it.

THE MCS TEAM

Glen Toma has apparently figured that he isn't going to qualify for the Car Model GP race to be run at Chequered Flag in Inglewood. He's building up one of those "no-go" concourse things out of Lancer's Honda. To give him a little competition, I set up a Lancer Cooper Maserati with working suspension, steering, and disc brakes along with a completely detailed engine compartment and authentic body detail. But I want to race too; so Patti Graves will get the "honor" of flogging it around for the necessary "qualifying attempt." The car does feature quite a few performance additions like a very fast motor and a pan chassis, but there are strict orders against taking it around corners too quickly. My own non-concourse car features a 56-of-28-wire wind, WelDun aluminum gears, an isofulcrum frame, and Fas-Trac blue tires painted black with Ken Larimer's tire paint.

RUSSKIT REVISIONS

Along with a host of personnel changes, American Russkit has dropped the fantastic 28 and all of its team members with the exception of Mike Morrissey and Doug Henline. This was only fair, for most of Jim Russel's drivers just drove Mike's chassis with Doug's rewinds. One driver, Ron Quintana, may survive the purge on the virtue of his fourth place finish in the Car Model event. With the premature demise of the Hemi-type 28, the Rickochet modeled 27 will have to go it alone. The three vent slotted can is already packed into all the latest Russ-kit Carrera kits and should be out on the market everywhere by the time this magazine hits the stands. The 27 is a great little stock motor that should hold its own in that class geared about 4:1. But don't bother trying to rewind it; the end bell will melt. However, slop on a Mabuchi heat sink bell or the armbrush Simco unit and you have something.



Well, it's really happened . . . R/C Cars with Gas Power are finally available over the counter. I knew it was bound to happen sooner or later; some company just had to get with it. What caught me by surprise was that it all came about so fast! No sooner did we wrap up last month's column, than a press release roared in here from Monza Accessories, of Los Angeles. Here's what they've got . . . and what they've got makes them the hottest pioneers in this new speed sport.

Their line-up includes seven cars, gas powered and complete with R/C equipment. The scale is 1/12, with body styles mainly stocker and G.T. All cars use essentially the same chassis design, a reinforced, lightweight unit, with fuel tanks integrated into the sides. Other features include: trued racing tires, hardened steel axles (1/4" dia.), machined (and scale) aluminum wheels, two types of clutches to choose from (one centrifugal, the other servo-operated), and a .15 gas engine, muffler equipped, with throttle and exhaust attachments.

The R/C gear is strictly specially-designed for auto racing . . . a very rugged two channel, digital proportional system, factory-fitted and tuned. What you get includes: one transmitter (choice of five channels), one receiver, two servos (four to eight ft/lbs. thrust), battery pack, and aerial.

According to Monza, test cars have been run over all kinds of rough terrain . . . even through water. And the abuse they can take would make an old fashioned R/C aircraft fan turn in his buzz box. However, Monza is

quick to point out that their cars are not knock-about, but precision racing machines . . . built for high speed and competition. And the price tags speak for the level of quality; the range is from \$299 to \$399, depending on equipment . . . which clearly makes this a line-up for serious, adult, and dedicated enthusiasts only. If you fit that category . . . and like that's me all over, drop a line for more specific information to: Monza Accessories, 7837 Sepulveda Blvd., Van Nuys, California. And like maybe you might mention "R/C Signals."

And now, having recovered from all that excitement, let's say a few words about good manners. Specifically, if you're an R/C car fan, you're really a newcomer on the whole scene . . . and some of you are fast making enemies among the "Junior Birdmen." There are certain rules of the airways which must be observed when R/C equipment is in operation . . . and all new guys had better learn them quickly.

As you may or may not know, the dedicated R/C flyers you see out in the fields on any weekend are the very people responsible for most of the advances made in the world of radio control. They have been with this sport for a long long time. And they deserve much respect . . . respect which we can show by using the utmost care when operating our transmitters.

One of the first things you should do before you start sending out signals is to check with your county parks department for the location of the nearest R/C flying field. When you find out where it is, keep at least one half mile away when operating your car.

If you have to or want to visit the flying field with your R/C car, be sure to observe the long established ground rules. The most important of which is to remove the aerial from your transmitter . . . and never turn it on while any aircraft are being flown. Many of the flyers have in excess of three hundred dollars built into their planes alone; and one mistake on your part could cause a catastrophe . . . and nobody likes seeing grown men cry.

By observing the rules which are usually posted at the field, we can earn the respect of the flyers and show that there's room enough in the R/C world for all of us.



The Cox SUPER NASCAR motor is new, all new, inside and out. The case, for one thing, has no ventilation holes in the middle. It was necessary to make a solid case to pass the field of the powerful new magnets. These magnets are rated at $3\frac{1}{2}$ to $4\frac{1}{2}$ times more powerful than any motor of this type now being run. The outside dimensions are the same as the Cox NASCAR and the end mounts also remain the same for easy mounting. Although rpm's are not up much over the stock NASCAR, torque is "very much improved," which in turn increases power and allows you to run a higher gear ratio. The obvious net result means tremendous acceleration and top speed. Price: about \$6.98.



A special set of 12 professional miniature finishing brushes, for use on all types of model cars, boats, planes and trains, can be had for only \$2.50 from the Weiler Brush Company of Cresco, Pa. The brushes are of industrial quality, and have been used for years by electronic and instrument companies throughout the country. All 12 brushes have a 14 / model car science

$\frac{1}{8}$ " stem diameter that fits standard power drills or special brushing tools. The cup, wheel and end brushes included in the kit will clean, smooth, finish, deburr, and edge . . . and can be used on all types of materials, including plastic, wood, metal, rubber and synthetics. For additional information, write to Weiler Brush Company, Dept. MCS, Cresco, Pa. 18326.



Dick Jesse's "Mr. Unswitchable", one of the wildest, high-fueled drag machines burning up the asphalt scene . . . is the latest scale spectacular in MPC's special 'For-Real' Funny Car series. The MPC kit is a 1/25 scale detail-match of Jesse's weird rig (the driver's seat is located in the back seat area and the driver actually sits in a position that raises him head and shoulders above the roof line). The chassis is a tubular rail construction, holding the big 440 cu. in. Pontiac engine. The kit includes a driver figure, one-piece hollow vinyl slicks, complete funny car interior, drag chute, and the "Mr. Unswitchable" decals.

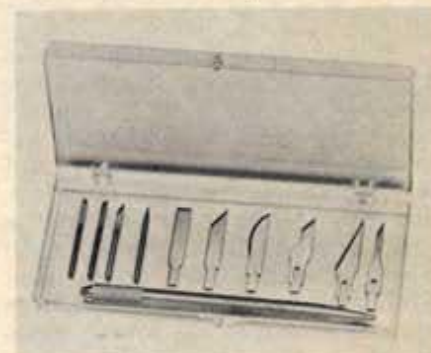


The Magnum GT II, a single-cockpit experimental speed machine, is MPC's newest addition to its "Advanced Design" kit line that includes the Mako Shark, Tiger Shark, and Ford J-Car. The GT II features a 440 Magnum mill, cockpit bubble with an extended fairing, and rear spoiler. The 1/25 scale kit also offers a special second version: The Magnum GT II can also be built as a

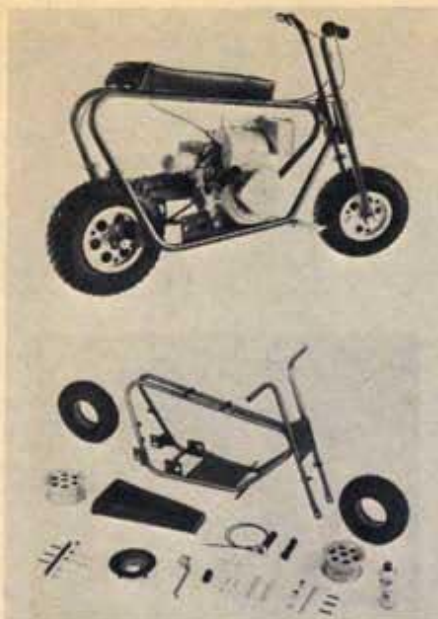
bubble-topped 2-plus-2 custom. There are four buckets, a custom console, steering wheel and instrument panel, custom rear seat headrests, and Cragar wheel covers.



For Gas Power competition, the sharpest machine on the scene is Cox's new '67 Vette Sting Ray . . . a sleek styled version in 1/20th of America's first true production sports car. Comes molded in shimmering black, with full chrome accessories. A rugged steel X-frame is poised on racing tires and the body features a detailed interior and racing numerals. Cat. No. 8640, \$10.98. With racing accessories, Cat. No. 8662, \$14.50. Muffler equipped, Cat. No. 8740, \$12.98. With racing accessories, Cat. No. 8762, \$15.50. For more info, write: L. M. Cox Manufacturing Co., Inc., Dept. MCS, P.O. Box 476, Santa Ana, Calif. 92702.



The job's always easier with the right tool . . . and here are ten of them in a single multi-blade Griffhold Craft Kit. Features a lightweight precision aluminum holder, high-grade tool steel blades, and an easy-to-tote styrene case. Can handle any situation . . . scraping, cutting, scribing, scratch board, silk-screen process, stencils, photo retouching, ceramics, carving, and you-name-it. Available for \$2.50 (Cat. No. 24-1), from Griffin Manufacturing Company, Inc., Dept. MCS, 1656 Ridge Road East, Webster, N.Y. 14580.



Just one hour, and no special tools, is all it takes to fully assemble a Bonanza mini-bike kit. As a second set of wheels, or a just-fun machine, the kits start at \$119.95 each (\$69.95 if you have an engine) and are designed so that with additional parts they can become deluxe mini-bikes. Being smaller and lighter (by 80 to 100 pounds) than standard trail bikes, they're great for a teen cycle rally anywhere from the back yard to the back country. Heavy duty features include: double-loop frame, large knobby tires, internal expanding brakes, big bike controls and a saddle for two. For info, write: Bonanza Industries, Dept. MCS, 24-26 Barnard Avenue, San Jose, California 95112.



The '41 Lincoln Continental Cabriolet was and is one of the most sought-after American classics. In 1/24th scale, it's now the sixth kit in Monogram's growing classic car line up. Monogram's version is a duplication of the original, with a one-piece body molded in deep blue, and 88 other parts molded in blue, tan, black, clear and chrome. The underside, engine, engine compartment and interior are detailed-for-real. The hood is removable, wheels rotate, and the car can be built with the

top up or down. Absolutely no painting is needed. All this for \$3.00 retail.



SLOT CAR RACING IS INTERNATIONAL

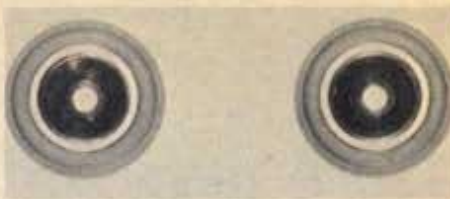


115 separate items from International Engineering's pro-line of slot racing equipment are written up in a new, two-color catalog. The oldest independent company on the speed scene lists 30 body configurations and seven basic chassis designs which will handle more than 25 popular motors. Also included is a full line of scratch building hardware, eight pick-up items, and seven choices of wheel and motor bearings . . . plus one of the best series of precision tools. The catalog is yours for 10c mailing cost from International Engineering, Dept. MCS, Box 1025-Y, Redondo Beach, Calif. 90278.



If you dig wings for detailing, check Monogram's new Mustang P-51B fighter in 1/72 scale. One of the most exciting aircraft in the history of military aviation, the P-51 was also a veritable workhorse seeing duty as a short range fighter, fighter-bomber, photo reconnaissance, close support and dive bomber. Monogram's version is the first P-51 to make it to scale . . . and the detail is excellent. Features include: two canopy choices, and separate seat, control stick, pilot tube, and wheel doors. Plus, the pilot has a movable arm. Also, the propeller and wheels rotate. Then, to finish off the deal, two bombs and two

drop tanks are included and there is a two-piece display stand. The whole show costs a lowly 70¢!



The Mini Gran Prix, a miniature version of Rigger's renown G. P. rear tire, is now available in a front end combination as part of the "Scratchman" series. Molded of 60 Shore neoprene rubber, Rigger's new O-ring tire is mounted to a newly-designed front wheel with a 5-40 Class 2 threaded center hole. The wheels are solid aluminum and are available in either hand-polished or black anodized finish. Outside diameter of the wheel-tire combination is 3/4 inch. Prices are 59c to 69c. For more info, drop a line to: Rigger Manufacturing Co., Dept. MCS, 21919 Avalon Blvd., Torrance, Calif. 90502.



A complete R/C Boating Outfit, including transmitter, receiver, and electric motor, is available from Aristocraft, for \$39.95. Starts, stops, turns right and left, and reverses. 18 inches long, and ready to run. An R/C car, with the same equipment, is also available for the same price. For stores and more info: Aristo-Craft, Dept. MCS, 314 Fifth Avenue, New York, N.Y., 10001.

HMMMM . . . OOPS . . . TILT! When we make 'mistrakes,' we make 'em in style. In the June issue, you see, Don Emmons' Detail for Real . . . ahh . . . was actually an article entitled "Geiger's Counter and other tuff stuff." The forgotten author was 'Mr Opinion' himself, Marshall Nealand. Our abject apologies to Marsh, Don, and you. We don't know how we do it?!



FANS OF THE "PHANTASTIC PHAETON", THIS IS THE BIG, BAD SHOWDOWN!

MAD MOD

MONKEE WINNERS

The roughest part in any contest . . . for everybody concerned . . . is the unfortunate fact that not everybody can win. And if that sounds like a pretty dark and wrinkled way to start off announcing the MCS Mad Mod Monkee winners . . . well, like that's just about how we're all feeling right now. It was like pulling teeth without a pain killer, trying to pick a top winner and 49 runners-up.

The whole show started off rather calmly, when the announcement first hit the stands. Right away, after just a few weeks, the photos started to come in. Then, when Harry Bradley's pop-art stuff appeared in the May issue, the whole lid blew off and the mail poured in here so fast that we started getting a wee bit light-headed.

The paint jobs were getting wilder (and . . . like pure weird!) every time another bag of letters arrived. Plus, an awful lot of would-be contestants sent in desperate pleas for help in finding the MPC Monkee kit itself. The "Phantastic



Phaeton" just wasn't staying in the stores for anything more than a couple of days. Unfortunately, all this action wasn't the result of our contest . . . we'd sure love to think so, but, well heck . . . we just happened to pick a car that turned out to be a real hot piece of merchandise.

Anyhow, to all those eager and annoyed Monkee fans whom we weren't able to help in enough time to make the deadline . . . what can we say 'cept that we wish it could have worked out better for you. We were tempted to say, better luck next time; but thought maybe we'd cool it on that subject as we need a rest. What started out as just a light-hearted, good-time contest, turned into a real emotional crisis. Some of the mail read as if it were literally soaked with hot tears of keen anticipation; and like listen guys, you can read the word "please" only just so many times before your brain turns into melting jelly.

When the contest closed at midnight on May 31st, we had an alarming mountain of photos to sort through. Five full and desperate days were spent considering each entry several times. And let's be candid, guys . . . some of the photos were really an effort to figure out (and for all who asked . . . Sorry!, but there ain't no such thing as a picture re-focusing machine!). However, we honestly gave everybody as even a chance as possible. We want you to know this, and hope you won't think that your car wasn't considered equally. OK?

The reason we're making a big deal out of this point is simply: you all tried hard and went to an awful lot of trouble (and those color photos weren't cheap either!). We were really surprised at the response . . . and honestly impressed at your enthusiasm for the Monkeemobile, our crazy contest, and for the magazine itself.

Now, having said all that, here's the run-down on the guys (and one girl, too!) whom we finally decided did the best job. The top Monkee winner and taker of the \$100 Savings Bond . . . is Nick Hidu, of 10310 S.W. 34th Street, Miami, Florida 33165. His version of the "Phantastic Phaeton" featured a scratch built fastback roof; fully detailed engine, with working owl eyes on the supercharger air scoop; two tone bucket seats and white corduroy head liner; and an ultra deep finish consisting of gold metalflake topped with candy apple red. His rod wasn't so much freeko radical as show-sharp and in.

For the time being, you're all going to have to take our word for the wonderfulness of Nick's machine. Unfortunately, Nick's photos . . .

and every one we received for that matter . . . just won't reproduce very well in the magazine (we tried!). So, we are setting up arrangements to retake those of the winning cars. With some luck, you'll be seeing them next month; or at least as soon as possible. We're also going to try, by the way, to return each photo sent in; if only because color prints don't come cheaply and we gathered you'd like to have 'em. Right!

Before signing the contest off, we think some special mention should be made of one of the other top ten winners . . . namely, Barb Johnson, of Cranberry, Pa. Barb just happens to be a GIRL!! And she also just

happens to build a pretty mean set of wheels. However, in her letter, she was a bit worried that the fact of her feminine gender might disqualify her. It didn't! And for you tough guys, who think girls should stick to knitting, here's a brief "what's it" on her Mod Rod: the roof was chopped; engine and blower detailed; interior done in metallic gold, with chrome and black trim; and the exterior finished in metallic gold, dusted with metalflake gold, and redusted with transparent green . . . and for a final touch, daisies and leaves were brushed on in shades of yellow and white. That, Monkee fans, is a Mod Rod!

First Place . . . \$100 U.S. Savings Bond
Nick Hidu
10310 SW 34th St., Miami, Fla.

Second Thru Tenth Place

"More of the Monkees" Record Album

Patrick Kelly
Box 1275, Sierra Vista, Ariz.
George Zambouras
1 Dudler St., Peabody, Mass.
Vic Neeoham
P.O. Box 972, Aurora, Ill. 60507
Robert Gordon
366 Madison Ave., Glencoe, Ill. 60022
Paul Mousseau
1655 Portland St., Klamath Falls, Ore. 97601
Bruce P. Byerly
201 S. Williams, Anamosa, Iowa 52205
Barb Johnson
Box 102, Cranberry, Penn.
Dan Gratzl
8161 W. Enger, River Grove, Ill. 60171
Robert Rensch II
1121 Broad Ave., Findlay, Ohio 45840

Eleventh Thru Fiftieth Place
MPC's Ford J-Car Kit

Don Lucente
2843 Rexford Dr., Youngstown, Ohio 44511
Alan Schwartz
625 W. Smith St., Gibsonburg, Ohio 43431
Robert Brunner
612 Maple St., Pana, Ill. 62557
Scott Robertson
95 East 400 North, Orem, Utah
Ricky Gustafson
P.O. Box 147, Kiron, Iowa 51448
Pierre Fleurant
269 Prospect St., Woon, R. I. 02895
Dennis Holp
880 Birch Lane, Amherst, Ohio 44001
James Cummins
7732 S. 153, Renton, Wash. 98095
Larry Hayes
3201 Mackin Rd., Flint, Mich. 48504
Abel Dominques
77 West 19th St., Bayonne, N. J. 07002
Emmett Jones
83 345 Ruby, Indio, Calif. 92201
John M. Swiatek
60 Hillcrest St., Chicopee Falls, Mass.
David Reid
523 Academy Rd., Baltimore, Md. 21228
Bill Petro
3606 Seminole St., Windsor, Ont. Canada
Dwight Kitano
2159 Osceola, Denver, Colo. 80212

Joseph Cruty
146 Wainwright Ave., Syracuse, N. Y. 13208
Chad Attwood
2189 W. Cedar Lane, Atlanta, Ga. 30311
Doug Ingels
P.O. Box 88, La Fayette, Ill. 61449
Garry Spiller
15544 Woodlawn, S. Holland, Ill. 60473
Bruce Weeks
13557 Majn St., Bath, Mich. 48808
James Gray
840 Gaston St., SW, Atlanta, Ga. 30310
Bruce Miller
16713 Claire Lane, So. Holland, Ill. 60473
Stephen Foglia
183 Minna St., Brooklyn, N. Y. 11218
Donald H. Wolfe
P.O. Box 127, Colton, N. Y. 13625
Allen Williamson
6091 Palo Alto Dr., Huntington Beach, Calif.
Jim Bullock
1144 Stanley Ave., Long Beach, Calif.
Mike Brun
5397 S. 2000 W., Roy, Utah 84067
Richard Crowe
609 Marina Lane, Rockville, Md.
Michael Rathmell
1121 So. Virginia, Crane, Texas 79731
Danny Archutowski
14202 Merriman, Livonia, Mich. 48154
Mike Bush
120 So. Prairie, Greenville, Ill. 62246
Bill Vaughan
76 Lindberg Ave., Broomall, Penn. 19008
Tom Alexander
92 LaSalle Ave., Kenmore, N. Y. 14217
Art Stadlin
122 W. Mt. Kirk Ave., Norristown, Pa. 19401
Mick Jernigan
7712 Topton St., New Carrollton, Md. 20784
Mike Van Loon
437 Jefferson Ct., Detroit, Mich. 48207
Brent Connick
P.O. Box 131, Incline Village, Nev. 89450
Bill Herr
13319 Pepperwood, Bellflower, Calif. 90706
Frank Giordano, Jr.
11243 S. Normal Ave., Chicago, Ill.
Don Kreider
54 E. McFarlane, Ventura, Calif. 93001

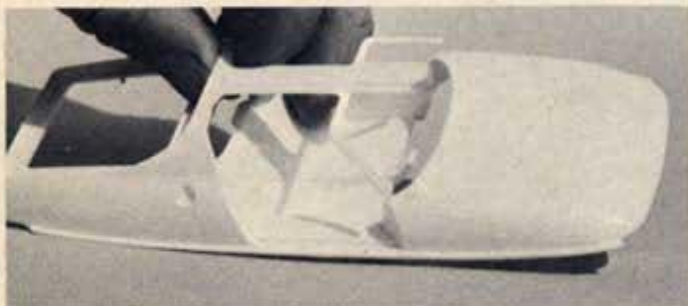
THE CAR FROM U.N.C.L.E.

AMT'S DEADLY "T.H.R.U.S.H. THROMPER" ... IN FULL-SIZE AND SHARP-SCALE

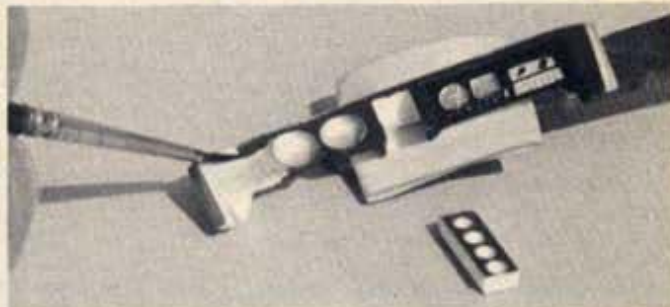
Movies and television have brought into being a new breed of street machines. First there was the Terror-on-wheels for Agent 007, then came the Batmobile, Green Hornet's Black Beauty, and here we have the latest of the spy-catchers' way out cars. AMT is the only company that can boast of making two SIZES OF PLASTIC CARS. The full-sized real car used in the TV series was built by AMT's Automotive Research and Construction Division in Phoenix, and, of course, the 1/25 scale model was done in Michigan.

The real car is molded of Cycloc plastic as is the Piranha drag racer.

The kit has many hard-to-believe things like a laser beam, rockets, bullet proof back-window panel, etc. All this neat stuff and more in a box of 5 x 9 inches. To duplicate the finish of the real car, use AMT's spray can of Blue Fog Metallic. The wood panels were painted with Pactra's Flat Roof Brown. The taillight will look much better if the back side is given a coat of silver paint before being put into place.



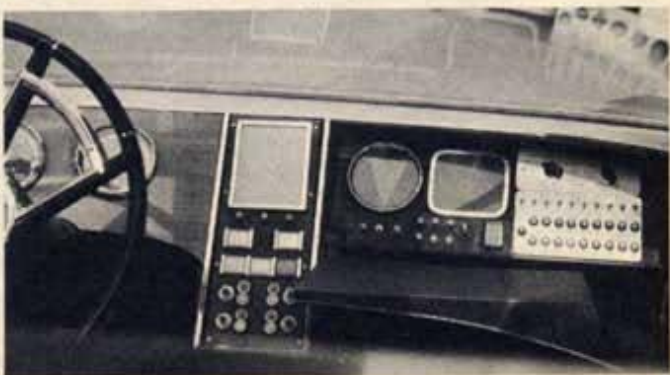
Check fit of the top and file down any spots that keep it from lying flat. Now glue in place.



Pactra's Flat Roof Brown is used to simulate wood dash. Flat Black was used around hidden panel and dials are aluminum color.



Here we see the dash panel door flipped down to show all the weird spy detection equipment. Center inset also has flat black background; (check detail from real car photo).

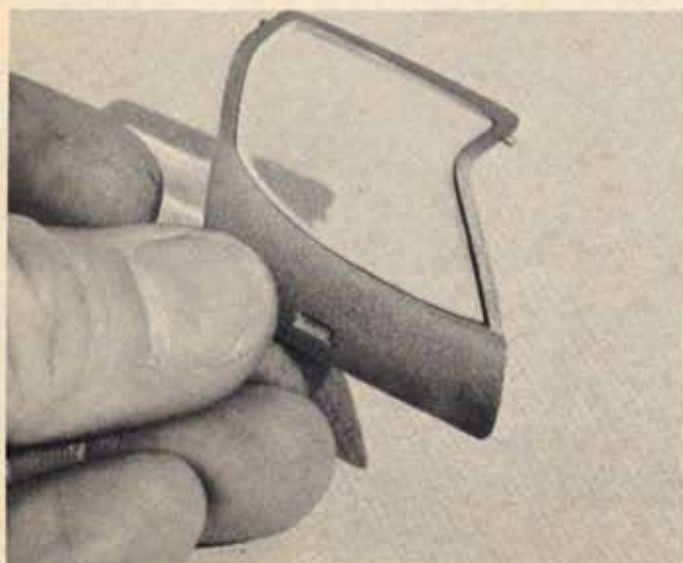




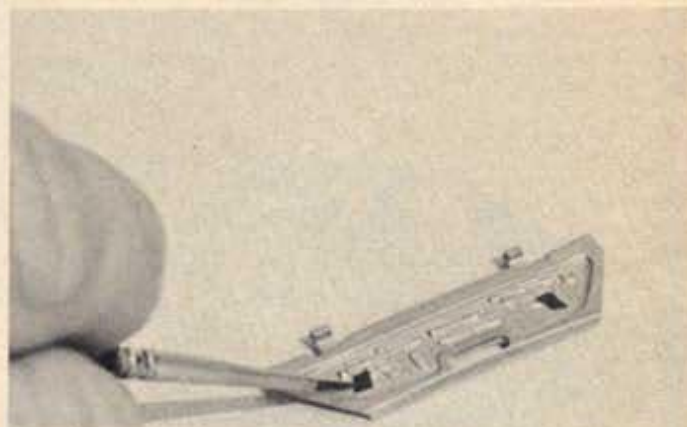
Shown is stock dash with steering wheel painted gloss black. You will have to choose which way you want to set up the dash, stock or with spy equipment showing.



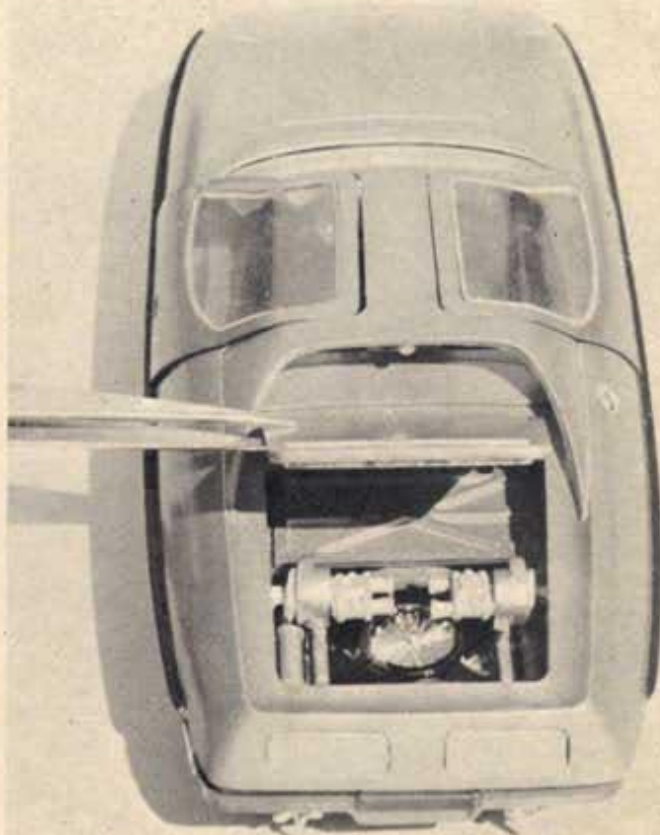
To make the windows fit better hold clear piece outside of door and mark rear portion that needs to be filed off.



Clear piece is fitted in window opening. This gives a better appearance than glueing inside, but be careful not to make the piece too small.



Hidden weapon panel should be painted same color as the body. Paint the weapons with darkened flat aluminum with handles in flat black.



Note fine detail of engine compartment. Engine block is painted red and the fan shroud is black. Rest of parts were either left chrome or painted flat aluminum color.



These photos show both ways grille can be used. Gun barrels are done in aluminum with background in flat black.



The real car and model are ready for trouble with the exhaust smoke screen doors open and ready. Bullet proof plate has been raised in back window of real car.



Door is raised to show dash with secret panels showing. Exhaust doors are also open and propellers at rear of car can be seen.



Car looks harmless shown here in its stock form. Propellers can be seen below body. You must make the selection before you build the model . . . to display it stock like shown, or with doors open.

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Gene Winfield steadies door as Napoleon Solo takes aim from driver's seat of this way-out vehicle. This car was built for the TV program by AMT's Speed & Custom Division in Phoenix, Arizona. Gene is Manager for this division.

WHAT'S HAPPENING with 1/32??

By Raymond E. Hoy

**IS THE GREAT "MID-SCALE" MAKING A COMEBACK? NOT HARDLY!...
'CAUSE IT NEVER WENT AWAY...IT'S JUST GETTING BETTER!!**

How can something make a "come-back", when it never went away in the first place? This is the feeling of many of the 1/32 scale enthusiasts, who hear the cry now that 1/32 scale is making a big comeback!

Being a highly vocal member of the 1/32 scale contingency, I'm amazed at the expressions of surprise that are spewing forth from the heads of industry in our beloved model car field, as they suddenly discover, after all these years, that there are actually people out there in this big country who race 1/32 scale cars!

Unfortunately many of these top-ranking people in the model car industry, still manufacture and offer their goods, for, and to, a faceless public. By that I simply mean, they don't get out among them and watch and see what they like!

There is a definite swing back toward 1/32 scale racing, as the big commercial tracks dwindle in numbers. After all, what do you do with a hundred dollars worth of 1/24 scale cars and equipment, when the local raceway closes and the nearest one is 30 miles away? You either quit slot racing, or build or buy a 1/32 scale layout, and race at home! There's not a heck of a lot of choice!

If you live in a neighborhood that still has a sharp, well-run, clean, well-lighted raceway that has a good racing program, consider yourself lucky, and patronize the place faithfully. You can't afford to lose a place like that!

But . . . if you live in a city without a raceway, take a look at 1/32 scale. It's a far different world from the big scale world you may be used to moving in. It's just as competitive, and in many ways, far more demanding!

For that matter, even if you *do* live in a city with a raceway, don't overlook 1/32 scale racing, just because you race 1/24 scale! You can race *both* places you know, at home and at the raceway, and broaden your racing outlook considerably.

So this is the picture, and the way many manufacturers see it. 1/32 scale racing will *always* be around, and it will continue to grow and grow, especially if they (the manufacturers) take an interest in producing as much new and exciting equipment for this scale, as they have for 1/24 scale! Now isn't that a mouth-watering thought!

Let's face it. A lot of people can't afford to race in a commercial shop. Furthermore, they can't afford the expensive racing equipment that it requires. 1/32 scale racing is really very inexpensive. Cars do not become obsolete overnight, and the initial outlay of cash is not nearly as much as with the bigger scale.

There are basically two types of 1/32 scale racing. The first is the racing done on a snap-together plastic home "set", the type that is found under thousands of Christmas trees on Christmas morning. These are usually set up and taken down whenever the desire to race hits you. They're available from \$20 to \$100, which includes cars, controllers, power supply, and track, plus accessories.

Unfortunately, with rare exceptions, the cars and controllers that come with these sets lack the necessary ruggedness and quality that one would expect to find in sets costing this much. These two components are often the deciding factor as to whether a newcomer to the sport—the fellow who finds this set under his tree—stays with slot racing, or gives it up after a few frustrating weeks of fighting a cheap controller, and a car with absolutely no traction. The really passionate racer will simply modify or replace these parts, in order to obtain the kind of performance he's looking for. The average, once-in-awhile racer, will simply become discouraged and throw the set back in the box and stick it in the closet, never to be seen again. This is the biggest shame of all.

Manufacturers will have to wise-up to the fact that a set of wider, soft sponge tires or silicones on the rear of their

"set" cars, don't cost much more than the narrow, little, worthless tires that they now supply with the cars; and that this seemingly harmless oversight costs them thousands of potential, hard-core customers every year! And the same goes with the cheap, poorly-made little crown gear that is used in the car! It won't stay meshed, and wears out after a few days of racing. In this day and age, a good crown gear should be a fact of life, not an "accessory" that has to be purchased, to make a \$100 racing set worth fooling with!

Many people will wince at these bold statements, but I'll back them up, face-to-face, with anyone who wants to argue the *fact*, and these are *facts*. A little money spent in improving existing cars and controllers in 1/32 would result in many more of the new customers that are introduced to 1/32 scale racing yearly, staying with the sport, instead of becoming discouraged and moving on to another hobby. It's worth the effort.

A lot of manufacturers realize this, including some 1/24 scale manufacturers such as Rigen and Dynamic. Both of these companies have new 1/32 scale cars in the works, which will no doubt be released about the same time as this article. Both cars are definitely in the top-quality class, with a lot of racing background showing up in the design of each. Although I can't show you pictures yet, or get really specific, I can tell you enough about the cars to make your thumbs twitch. They'll make a lot of the 1/32 scale manufacturers sit up and take notice.

Let's discuss the things both cars have in common, first. Both companies are designing ready-to-race cars, featuring vacuum-formed shells, pre-painted and decaled. Both will use 3/4" rear wheels and tires. Both will have 5-40 threaded axles, and use incline, 16-D Mabuchi for powerplants. The Rigen cars will no doubt use a Cox Nylatron guide shoe and crown gear, while Dynamic will use their own units; no



Racing at home is done on commercially produced home tracks like this Revell layout. Strombecker and Monogram also have a complete range of home tracks. Catalogs are available.

Sooner or later, however, the true 1/32 buff winds up in a club. These tracks, such as this big 3 lane beauty, are custom built, using a router and particle board.

Most 1/32 cars are scale cars, such as these beauties, drifting through a corner. From left to right, the Cox Cheetah, and Ford GT, and Monogram's latest, the Lola T-70.

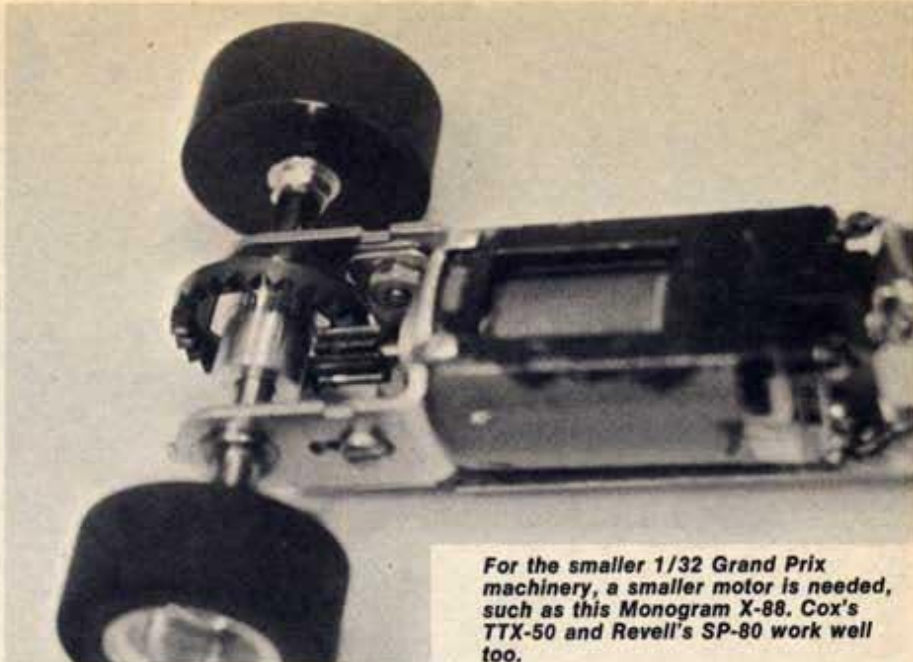


Many manufacturers, who are really "tuned in" on the 1/32 scene, are now making accessories for the home racing fan's layouts, such as Monogram's sharp new pit crews, spectators, and track officials. Also available are many pit buildings.





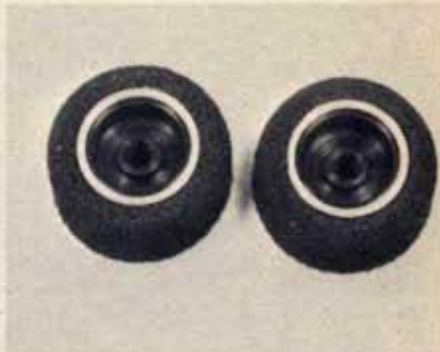
A good 1/32 scale Ford GT, by Cox. Note those magnificent cast magnesium wheels and authentic tires. It's almost like watching the real thing run!



For the smaller 1/32 Grand Prix machinery, a smaller motor is needed, such as this Monogram X-88. Cox's TTX-50 and Revell's SP-80 work well too.



All of that development work on the 1/24 scale motors can be put to good use in 1/32 too. From left to right, Strombecker's TC-32, Hemi 300, Versitec's SS-101, Monogram's X-110, Classic's 16-D, Champion's 507, Dynamic's 16-D, and Russkit's "27", all red-hot and they'll fit any 1/32 scale chassis.



1/32 scale cars need traction too! Here's Rigger's newest Super Sponge, in 3/4" diameter. Cost just 98¢ anodized or 89¢ polished. They offer super "stickability."

doubt the 1/8" shank, low-profile shoe they just released, and their latest aluminum crown. This, however, is speculation on my part.

Thankfully, both companies have decided to use a non-fallaway guide shoe. Many of us old-time 1/32 racing fans feel that a drop pickup is nothing but a hindrance for home racing. They're hard to marshal, and just add weight and complexity where none is needed.

Look for fixed wheelbases, and possibly independent rotating front pin-hole wheels on the Rigger cars, and perhaps on Dynamic's. The Rigger chassis will be a pressed pan, while Dynamic's no doubt would use a form of their aluminum chassis, with perimeter outriggers for screwless (at least on the outside, and possibly entirely) body mounting. Both companies are designing to scale, thank goodness.

These cars will handle and go, and be competitively priced. They should add a great deal of interest to this field. There are other manufacturers with prototype 1/32 scale cars in the works too, if I interpret the mumblings right. We'll wait and see.

Many hot 1/24 scale items work perfectly in 1/32 scale, so it's not a case of most manufacturers having to start from scratch. All 16-D type motors,

for instance, can find a comfortable home in 1/32 cars. This also includes the Versitec SS-101, Hemis, Russkits, and other similar motors. Forget the 26-D and 36-D's for 1/32 scale.

And, of course, the 2" and shorter axles for 1/24 will work with 1/32, and those beautiful crown gears of Cox's, Versitec's, and Dynamic's will work great! And the same for the ball bearings and oilites and other modern bearings, and those great 1/8" shank pickup shoes that are to be found in plenty. And all of the hardware works too, including the small items like screws, nuts, bolts, clips, pickup brushes, motor wires, and concours material like paint, brushes, decals (there are already extensive 1/32 scale lines on the market) body putty, glue, etc. As you can see, the changeover isn't nearly as bad as one would think.

Look for many manufacturers to dust off their old line of 1/32 scale equipment, and update it somewhat, in hasty preparation to compete with other manufacturers, once they realize what is happening. These will be the same manufacturers who dropped 1/32 when 1/24 was booming, a few years back. Ironic.

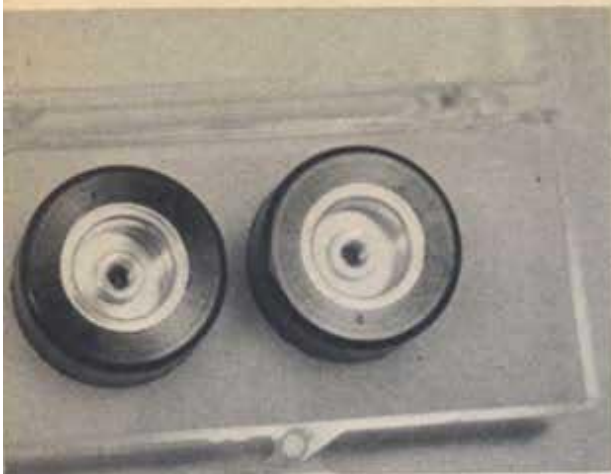
And all of the tire goops will work too. Watch for a vast new line of home

racing wheels and tires. Already here is Rigger's great new line of 1/32 rear Super Sponges, 3/4" diameter x 1/2" wide 5-40 threaded aluminum wheels, anodized for 98¢ a pair, or polished, for 89¢. They stick like glue, and will be used on the Rigger 1/32 RTR car.

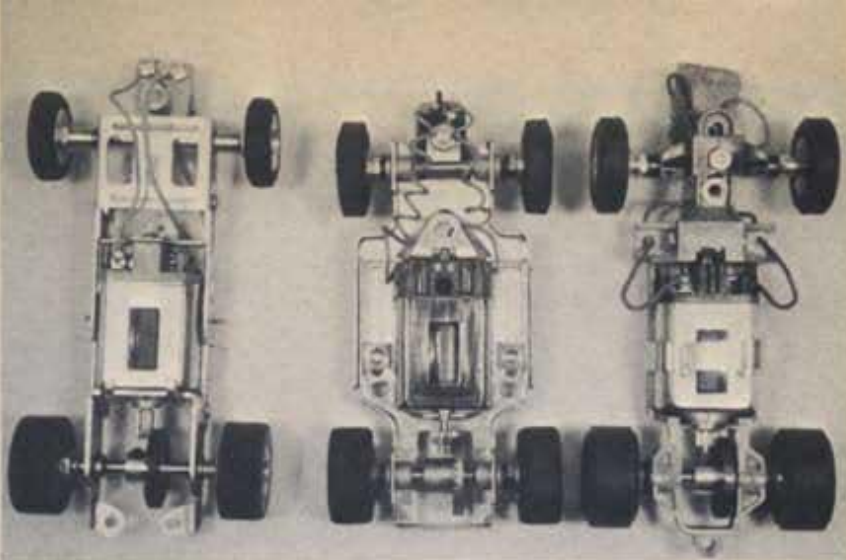
And as far as silicones go, there's already a terrific 1/32 scale job on the market. AJ's marvelous TK-600 and TK-600SS 7/8" x 3/8" silicones sell for \$1.79 a pair, and last indefinitely. On a plastic track, or tracks with certain surfaces found only in custom designed club tracks, they're excellent. These come in black only, on 5-40 threaded aluminum hubs. If you like colors, you'll dig their 150-R and 150-SS Thermopress compound, bonded to 5-40 treaded aluminum hubs. They're available in red or black, same size as the 600 series, and sell for \$1.90 a pair. They last indefinitely. The "SS" designation on the AJ tires stands for "super soft", while the others are regular compound.

Look for Silicones on the Dynamic car.

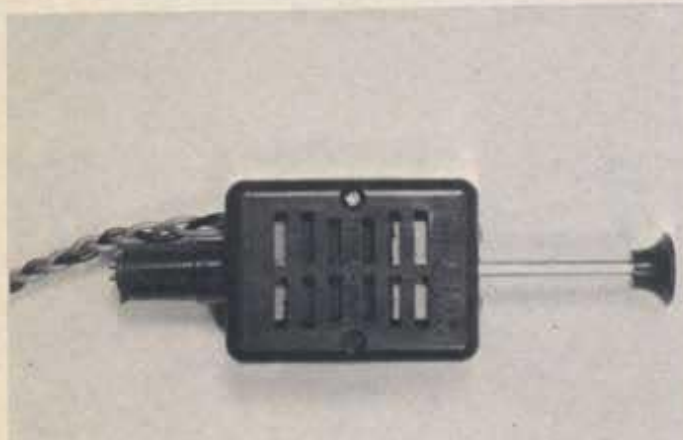
At the moment, the "Big 4" in 1/32 scale, are Monogram Models Inc., Dept. MCS 8601 Waukegan Rd., Morton Grove, Ill. 60053; Strombecker Corporation, Dept. MCS 4646 West Lake St., Chicago, Ill. 60644; Cox Manufacturing



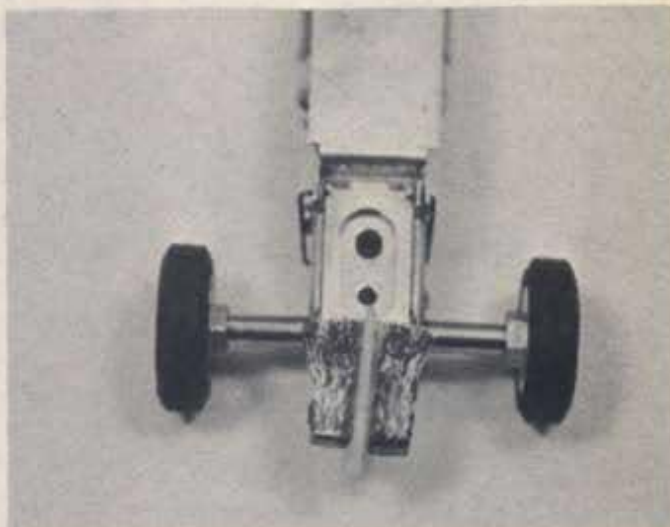
These tires look shiny because they're AJ's latest silicones, and they're ideal for the home tracks! Available in red or black, at 7/8" diameter x 3/8" wide, for \$1.79 or \$1.90 a pair. See story for details.



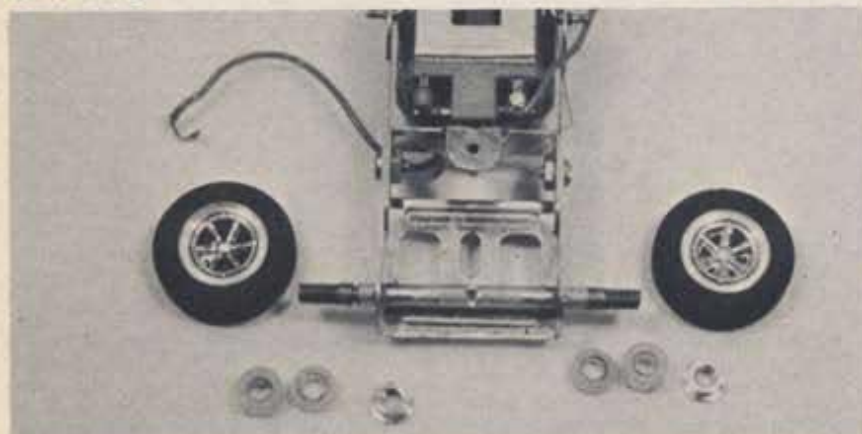
Three approaches to chassis construction, all vastly different. From left to right, Monogram's Lola T-70 chassis, Strombecker's brass pan "Ferrari 330P/2" chassis, and the Cox cast magnesium Cheetah chassis.



A good controller for stock home cars, is Tower-Stat's \$4.95, 30 ohm controller. Cox's Mk 1, \$4.95, 30 ohm controller is great too. Of course, if you're using one of the hot rewinds for 1/32, you'll have to use lower ohm controllers, such as 10 ohms and under, just like you would in 1/24 scale racing.

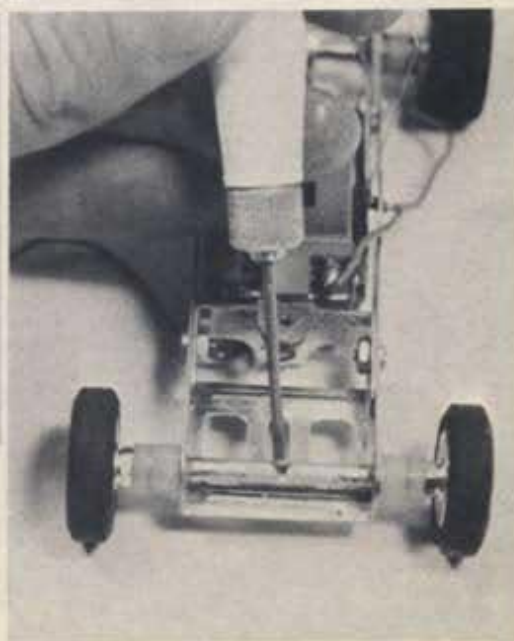


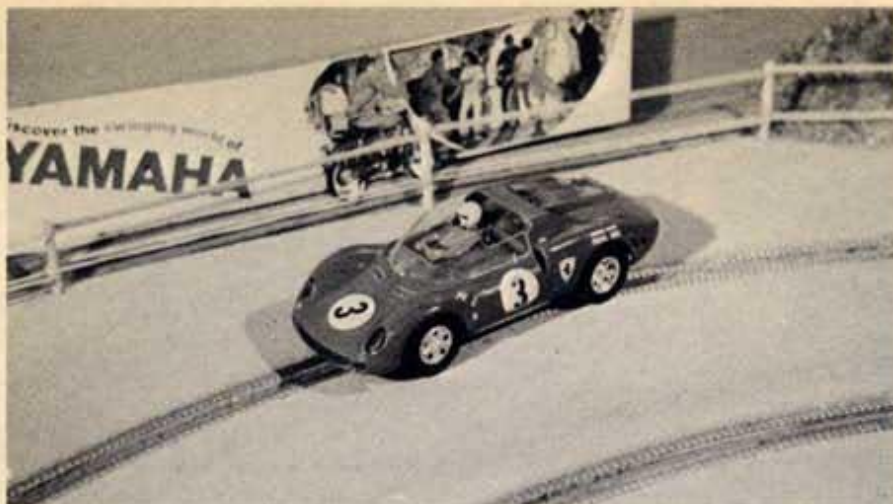
Dynamic's new tinned and pre-punched pickup brushes are ideal for the home car. Fray the ends with a sharply pointed instrument and flatten them against the shoe.



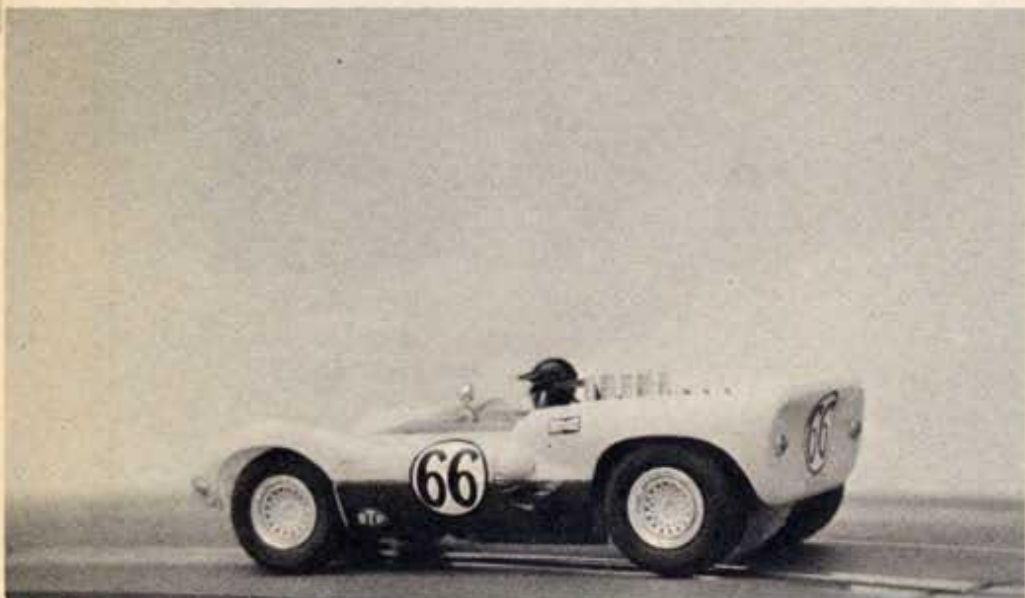
Nearly any brass chassis can be quickly adapted to independent rotating front wheels by cutting down Ulrich's 2-1/4" axle and soldering it in place as shown here. Drill a small hole in the axle and squirt grease into it, to cut down interior "chatter" between the stationary and rotating axle pieces.

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Strombecker's latest \$8.00 RTR cars include such fancy bombs as this beautiful Ferrari 330P2, with the mighty Hemi 300 motor.



And Revell's Chaparral and Lang-Cooper cannot be topped for sheer beauty and performance. There's a lot available in 1/32 now. Just wait a little while longer!

Co., Dept. MCS 1505 E. Warner Ave., Santa Ana, Calif. 92702; and Revell, Inc., Dept. MCS 4223 Glencoe Ave., Venice, Calif. 90292. All offer a free slot racing catalog of 1/32 goodies. Write and ask for it.

1/32 scale fans are club racing fans. Sooner or later they gravitate toward the club. It's as easy as getting together over cokes or coffee, and discussing what type of track you want, then going ahead and building it. A club track is the ultimate form of 1/32 scale racing. It can be custom built to your specifications, with the use of a rented router, and some particle board and wood for the framework. Your imagination is the limiting factor. Split the cost ten or more ways in a club, and the cost is negligible. The racing is professional and top notch all the way.

1/32 scale racing, at this point, has the brightest future imaginable. There are many manufacturers poised with loads of new equipment and ideas. If you're an oldtime 1/32 scale buff, you'll be overjoyed. If you're a newcomer to this scale, or to the sport of slot racing, welcome to the club! The fun's just beginning!

AVAILABLE 1/32 CARS

MONOGRAM

Lola GT \$7.00
Ford GT \$7.00
Ferrari 330P/LM \$7.00
Lotus GP \$7.00
Ferrari GP \$7.00
Cooper-Ford \$7.00
Ferrari 250GTO \$7.00
Porsche 904 \$7.00
Ferrari 275P \$7.00
'32 Ford Roadster \$5.00
MGA \$5.00
Lola T-70 \$7.00

COX

Ford GT (kit) \$7.98
Ford GT (RTR) \$9.98
Cheetah (kit) \$7.98
Cheetah (RTR) \$9.98
Lil' Cucaracha (RTR) \$9.98

STROMBECKER

Ford "J" car \$8.00
Ferrari 330P2 \$8.00
Cheetah \$8.00
Porsche Carrera "6" \$8.00
Chaparral II \$8.00
Lotus 30 \$8.00
Ferrari 365P2 \$8.00
Cheetah \$7.00
Dino Ferrari \$7.00
Barracuda \$7.00
2-D Chaparral coupe \$8.00
McKee \$8.00
McLaren \$8.00
Lotus 38 \$7.00

REVELL

Chaparral II \$7.00
Lang-Cooper \$7.00
Aston Martin (kit) \$6.00
Aston Martin (RTR) \$8.00
M. Benz 300SL (kit) \$6.00
M. Benz 300SL (RTR) \$8.00
Corvette Sting Ray (kit) \$6.00
Corvette Sting Ray (RTR) \$8.00
Ferrari 250GTO (kit) \$7.00
Ferrari 250GTO (RTR) \$8.00
Cobra-Ford (kit) \$7.00
'67 Camaro SS350 (RTR) \$8.00
'67 Mustang 2+2 (RTR) \$8.00

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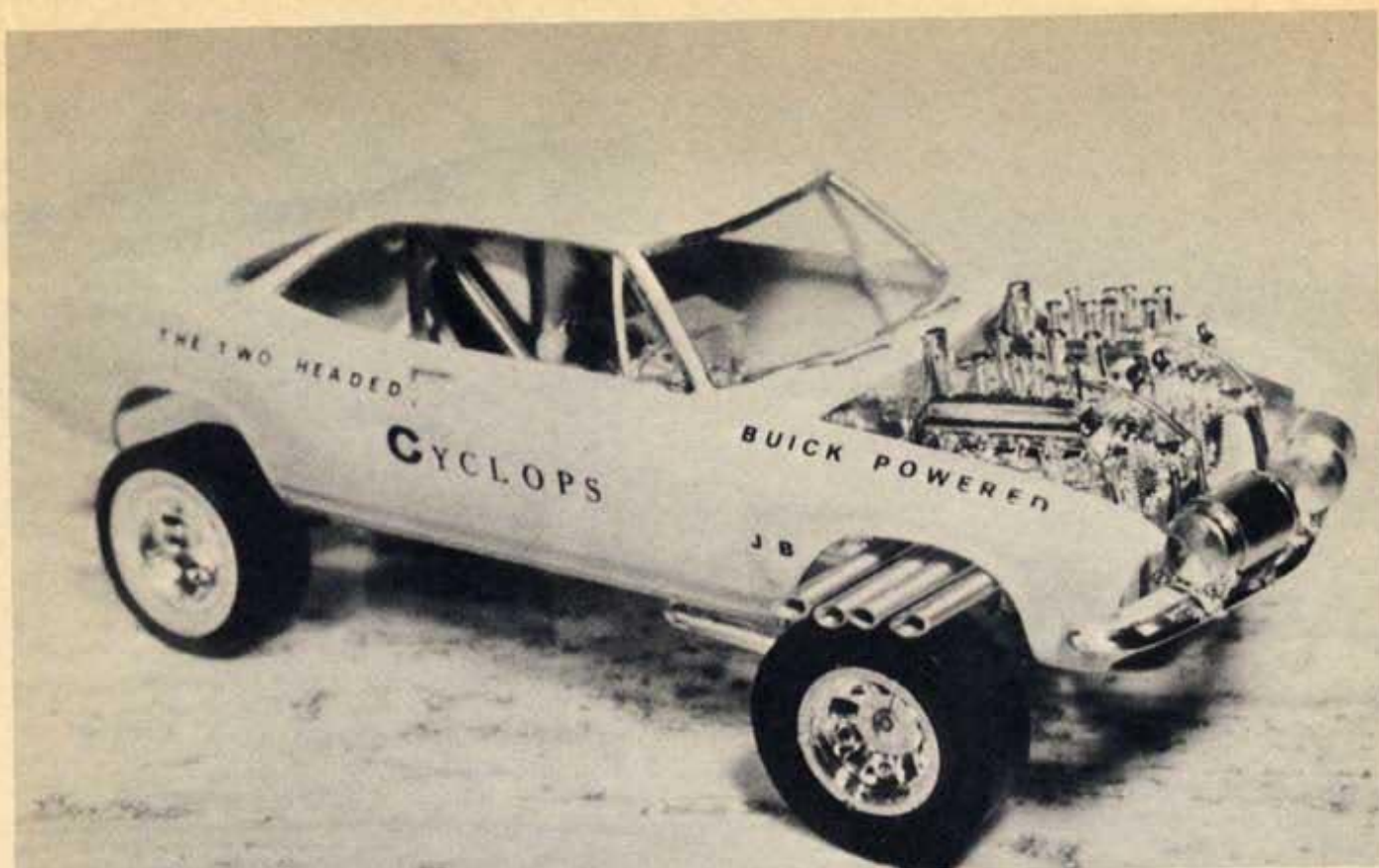
THE BOSSEST WHEELS . . . and winner of this month's \$25 Savings Bond came from the brain of Doug Gleim, 2321 N.E. 4th Court, Boyton Beach, Florida. The body's basically AMT's '40 Ford, with their '66 Vette's front end molded on.



Rear wheels and tires were lifted from Monogram's "Uncertain T," while those up front, plus the traction bars, came from AMT's '66 Falcon. The interior was fashioned from balsa, and the roll cage from plastic. Finish is eight coats of deep blue over silver primer; rubbed to a hard gloss with Smitty's Super-High car wax.



One man's T-Bird is another's "Satan's Terror." The kit's AMT's '57 Ford, ultra-customized by Tom Leahy, of Springfield, Mass. Personalized goodies include MPC's '67 GTO engine (full-wired), molded roll pans, chopped windshield, enlarged slick-size rear wells, plus extra stuff like a chromed Surfer's Helmet.



The "Cyclops" is a double-powered '67 Corvair from John Brandimarte, of Paoli, Pa.; for funny-dragging, it sports a lengthened Revell tubular roadster frame, AMT Camaro raised front axle, and two Revell Buick mills connected to three quick change rear ends.

Competition is the word for this "Dragsville, Inc.," '66 GTO (MPC) from Lee Biondi, of Holyoke, Mass. Mostly stock, but detail-stacked, it's finished in AMT candy color gold, over a base of Hot Rod Primer. Decals are from AMT and Auto World.

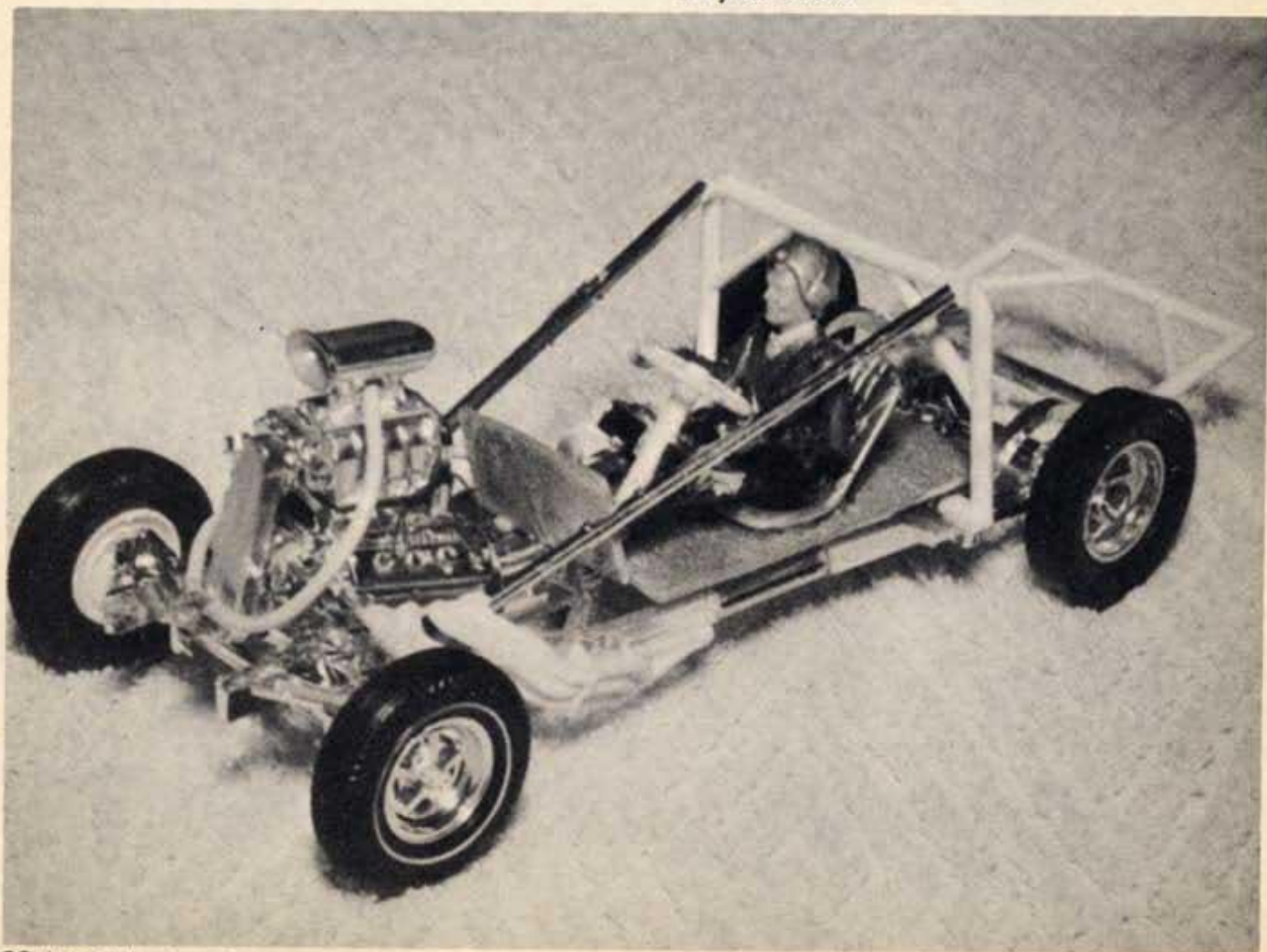




Two months and 54 coats of lacquer went into the finish of this sharp and semi custom '65 Bonneville from Bill Anderson, of Houston, Texas. Undercoat took 10 coats of gold, covered with 20 candy apple red, and topped off with 24 raspberry red!



MPC's '67 Dodge Charger goes "VROOM" as done up by Duane Lanterman, of Ellinwood, Kansas. Power is a Revell '58 413 CID Chrysler, fitted with the stock MPC Doug's Headers. Whole show rides on a stretched Revell custom frame and straight front axle. Roll cage was made from scrap parts. Floorboard and firewall were cut from balsa.



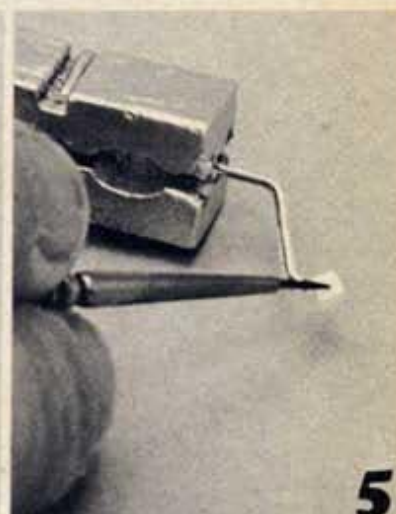
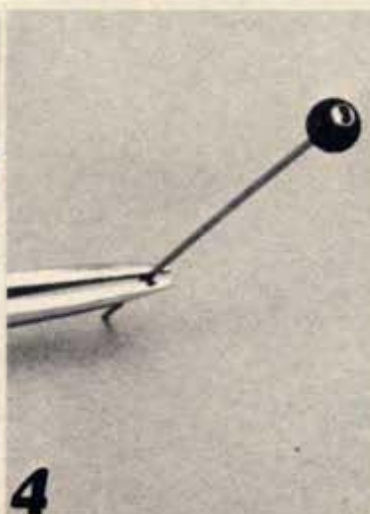
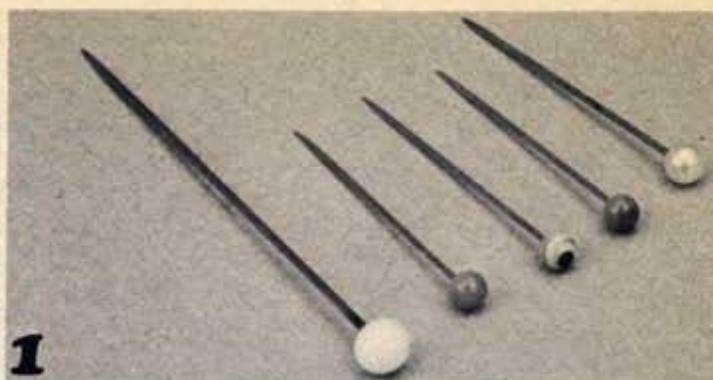


Doug Reeder, of Salisbury, N.B., Canada, reworked his '65 Chevelle into a honker for the stocker scene. The car sports working springs, full-wired 327 Chevy mill, detailed battery, leather seat belts, roll cage, and side bars. Finish is metallic burgundy.



By its body, it's a '67 Vette; but the decaling says Dodge, 'cause there's a bobbed Little Red Wagon chassis underneath and a 426 Hilborn injected Hemi for power. Single wheelie wheel was lifted from the MPC Mako Shark trailer. Rear slicks are from the Wynns' Charger and the wheels all around from a '66 Cyclone.





GEAR SHIFT LEVERS:

A1 Glass-head pins come in various sizes and shapes and make very good gear shifts.

A2 Hold pin with tweezers or pliers and heat area that is to be bent.

A3 After pin is cut to right length, heat the end and press into the end of a piece of plastic tree, to glue it to the plastic floorboard.

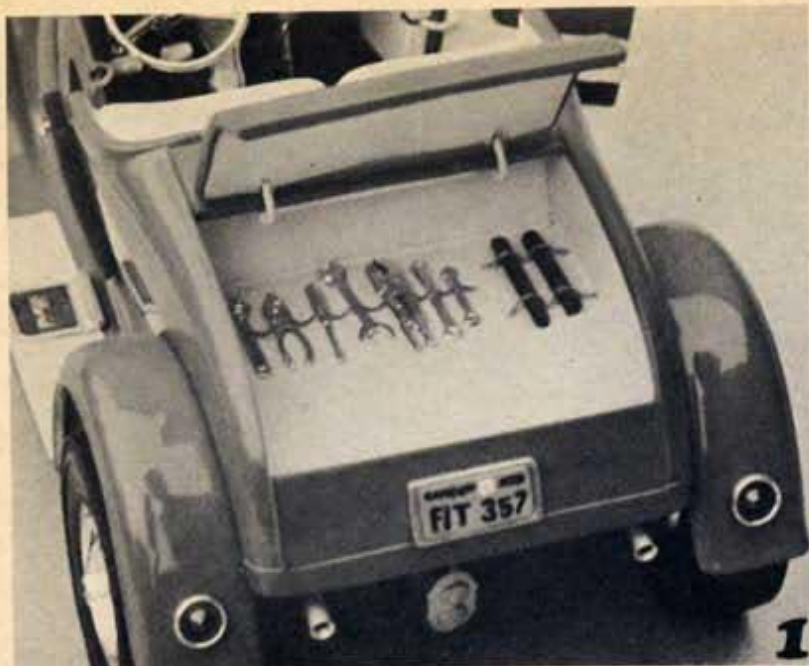
A4 There are many different ways to use these pins. An "8 ball" was painted on one.

A5 A chromed square shift knob from the AMT '40 Ford coupe can be painted black and white to resemble a dice.

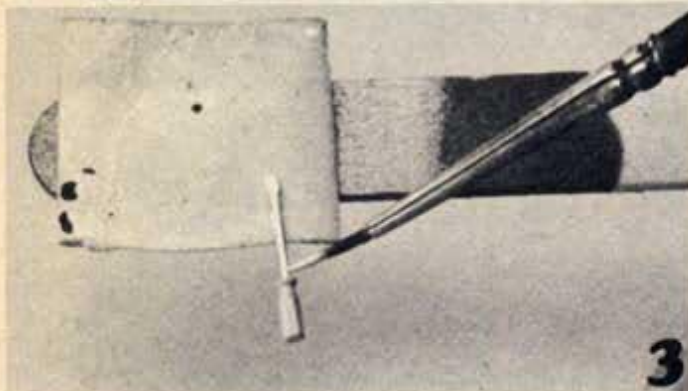
A6 This '32 Roadster is fitted with a neat dice shifter.

A7 Another way-out shift lever can be made with small chain. The best way is to place chain on a piece of glass and spread an even coat of glue over it.

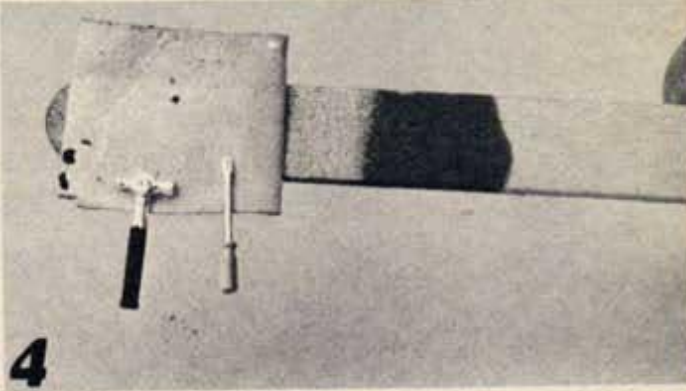
A8 when glue is dry use a knife to lift unit away from glass and trim excess glue away.



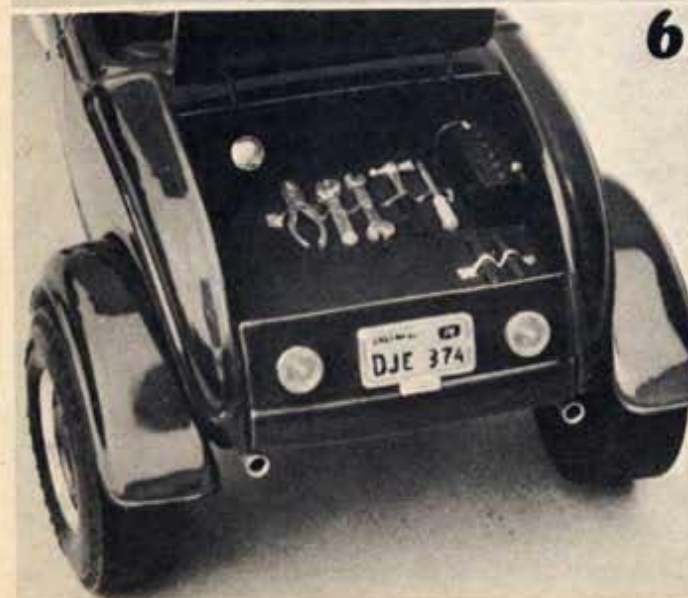
1 2



3 4



5 6



TRUNK DETAILING:

B1 A neat set of tools laid out in the trunk of a model will earn extra points in a contest. Flares are small gauge wire painted flat red.

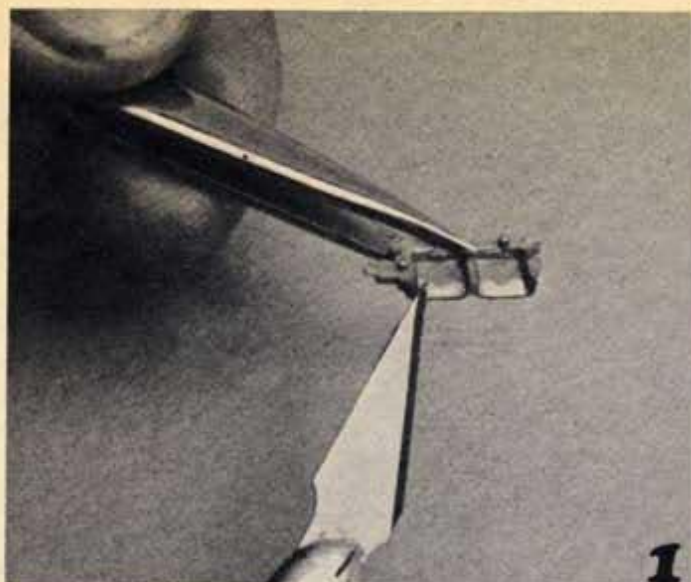
B2 Here we have a set of chromed tools that would look sharp in the trunk of a rod or show car.

B3 Tools that have handles which normally would not be left chromed should be painted to look more realistic.

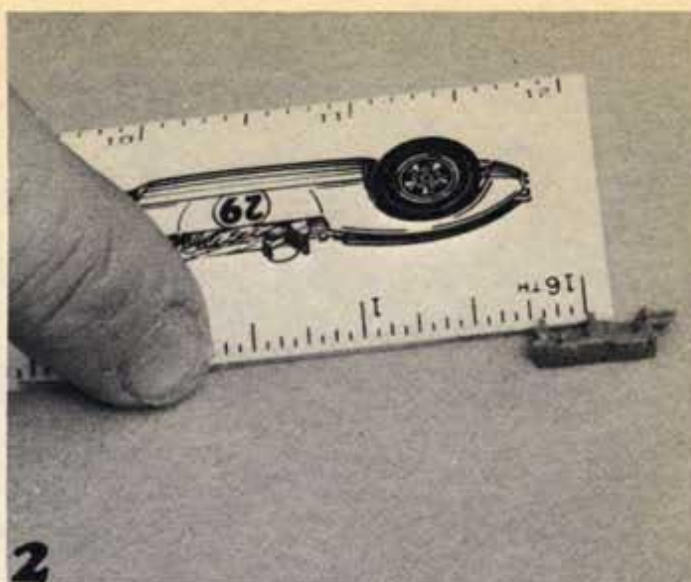
B4 The hammer and screw driver both need to have the handles painted.

B5 The battery is another item that should be detailed. Paint battery caps a bright color (like red) and use thread for cables. Make of battery on the side is decal from one of the many sheets in various kits.

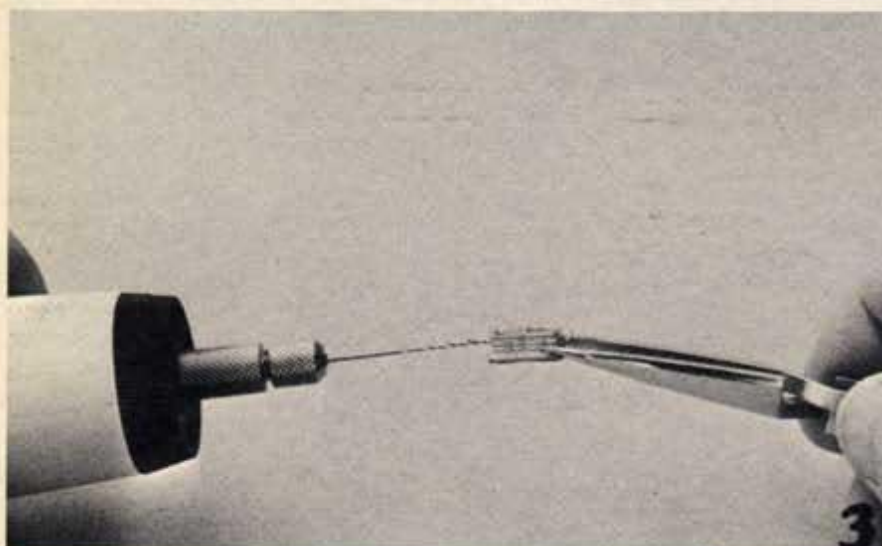
B6 Another neatly detailed trunk compartment is sported by this '32 Roadster. Thread is used to hold tools in place.



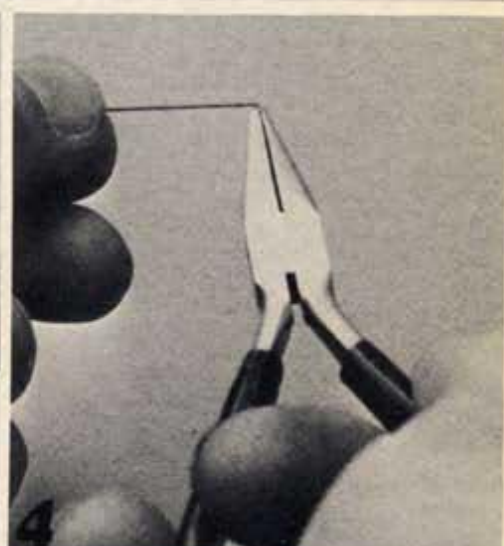
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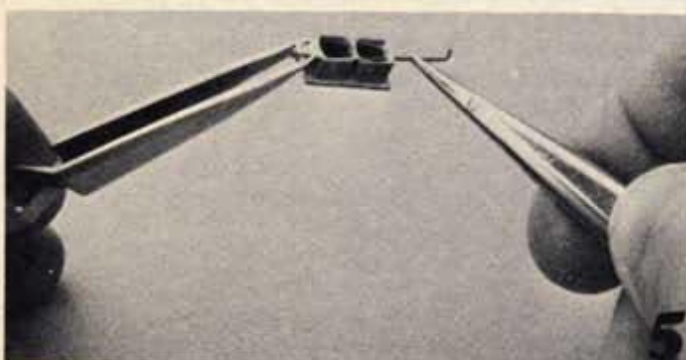
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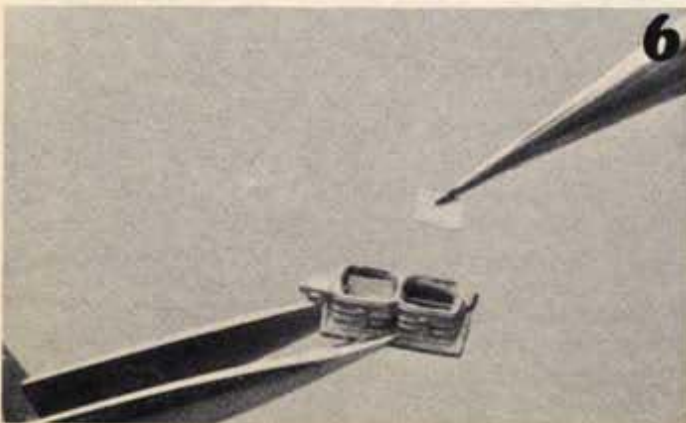
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4



5



6

BUTTERFLIES FOR INJECTORS:

C1 Trim out inside wall of injector for more realistic wall thickness.

C2 Butterflies for injectors should measure $3/16$ -inch by $1/8$ -inch and are made from file card. Injector halves can now be glued together.

C3 Use fine drill (#76 is used here) to go through entire injector into fuel block. Make sure hole is in center of part and is drilled parallel to top and does not go thru fuel block.

C4 Bend piece of small gauge wire to an "L" shape. Small bend measures $1/16$ -inch in length.

C5 Length of wire should be $9/16$ -inch long. Insert as illustrated.

C6 To fasten butterflies put glue on wire and center them in opening.

DETAIL FOR THE DRAGS

By Phil Willen

THREE SPEED MACHINES BUILT TO LOOK THAT WAY!!

Dave Yatsko doesn't take the easy way, no sir, not when it comes to putting together models of the type of cars that are so near and dear to his blood pumper. Dave likes to cut, saw, putty and paint with the results being way out creations that are super-detailed and look like real cars that weren't sanforized.

The three "haha-cars" featured on these pages did not come out of boxes off the shelf. Maybe some of the parts did; but the cars came out of Dave's mind by way of his two paws . . . after about thirty-five or forty hours of loving labor that is.

The '66 GTO has a frame scratched up from Revell custom car parts (#C1131). The mill is fully wired as are all the Yatsko powerplants. It's a 427 Ford also by Revell. Two small pieces of brass tube were cut to make the collectors at the bottom of the headers. Covering all the gnat-sized-goodies is an MPC GeeTo body that has been altered, smoothed, and lavished with a super slick metallic maroon paint that looks like formed glass.

Second wild one on our A-genda started out as an MPC '67 Dodge Charger. It wound up as one of the dangdest Dodges ever to grace the 1/24th asphalt strip. The frame is scratch built out of wooden dowels. The dowling was soaked in water in order to make the curves and bends seen in the photos. The Hemi powerplant was given the super detail bit. Once again the wiring made up from grain of wheat light bulb wire (here's a hot tip for all you detail deacons). The wire looks about right in

scale, and is just stiff enough to make it lay the way you put it.

On this car, as on many of his cars, Dave has strung in a parachute release cord with a realistic looking pull ring hanging within reach of a lilliputian drag pilot. The ring is made by cutting a coil from a ballpoint pen spring (another inside tip). Mini goodies sprinkled about the engine and frame come from Revell custom dragster and car parts. The Charger body, of course, has been much reworked to fit the altered-wheelbase chassis. All trim on the cars has been painted with flat aluminum to simulate the effect of fiberglass bodies as used on the real "draggins".

Last pupil popper in this model lovers triangle is a '66 Comet. Sort of! The body started out as AMT's version of the compact Mercury, but much cutting, filling and sanding turned it into an open dragster based on Art Christmans for real funny scorcher. Lifting off the gem-smooth body (metallic maroon again) shows off another scratch-built frame. This time, crafted out of aluminum tubing.

Super detail is Dave's bag, and here reflects the thirty-five or forty hours he spends on each car. A neat blown Vette powerplant sports custom headers made out of ordinary solid center electric wire. Painted with flat white paint, they really give an air of individuality.

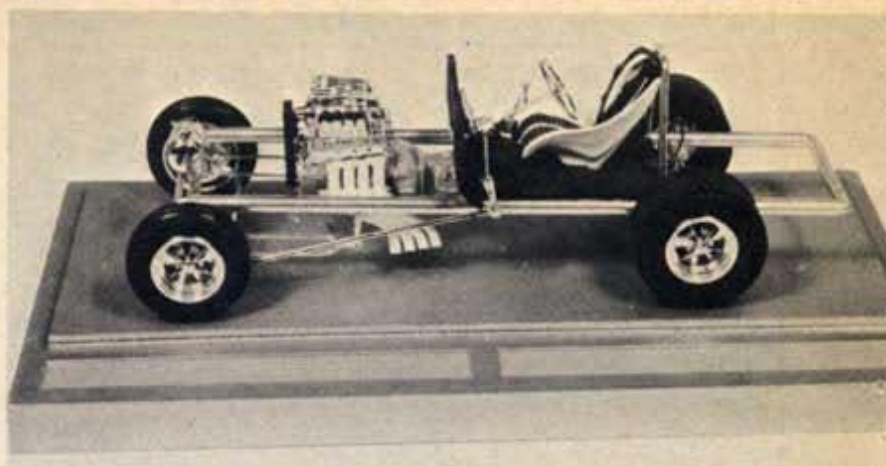
It really does this old auto lover's heart good to see cars built in scale by someone who really gives a care.



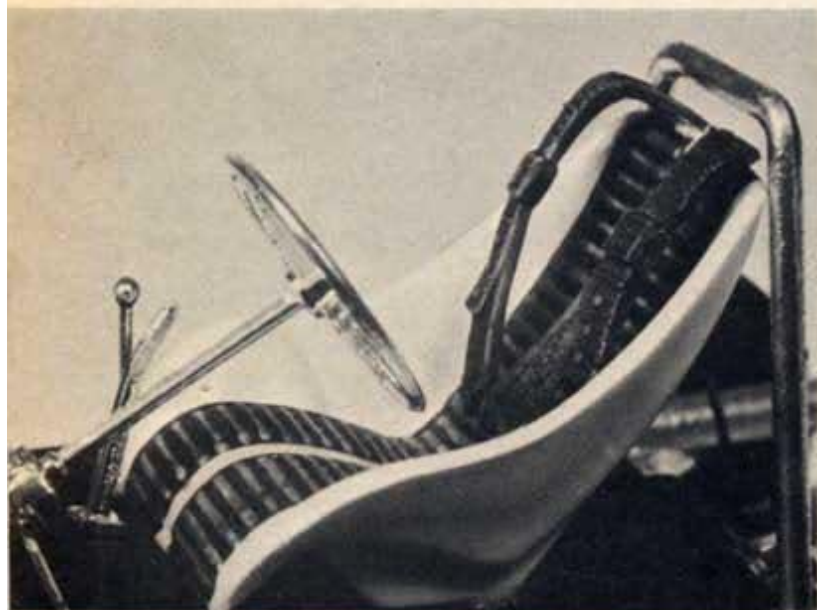
DRAGS



Cutting off the top and filling in the area with sheet plastic turned an AMT Comet into a flat-out-and-funny asphalt machine.



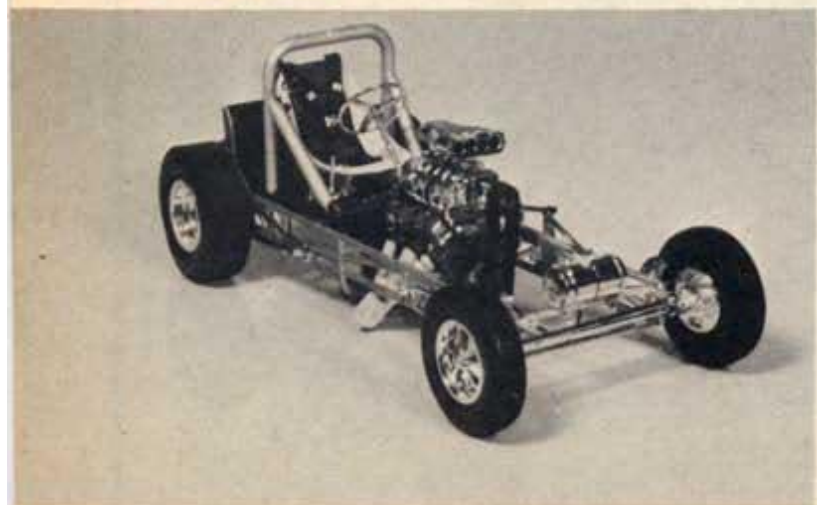
A scratch built chassis was whipped up from aluminum tubing. Solid-center electric wire was used to make the individual headers.



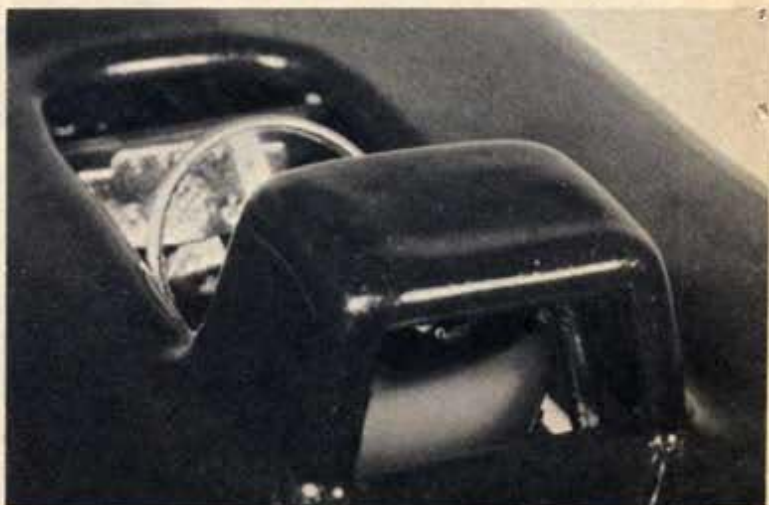
Be sure to strap on the safety harness when you climb into the contour bucket . . . and that's what's known in the book as detail.



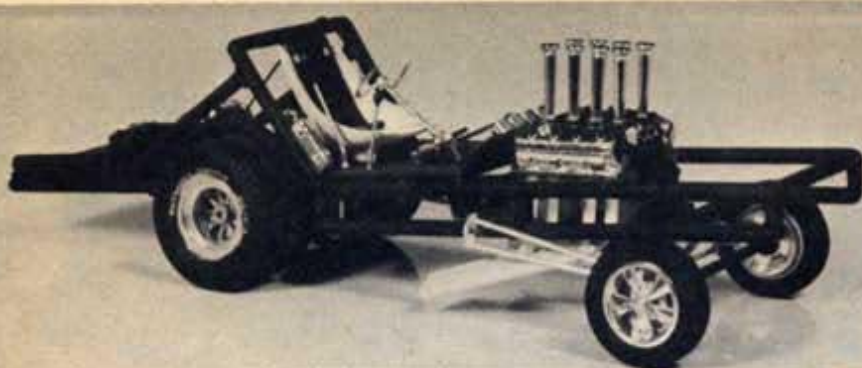
GeeTeeOh sports the usual drag chute tailside complete with release line. It really takes talent to re-pack a 1/24th parachute after a run.



Frame for the GM gem comes from Revell custom car parts (check with Auto World).
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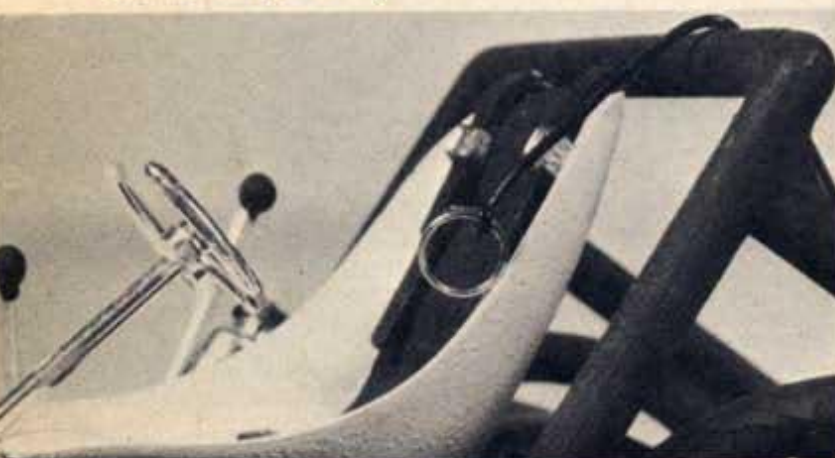
Comet cockpit shows fine workmanship possible with plastic and care.



Two views of the Charger chassis formed out of wooden dowling.

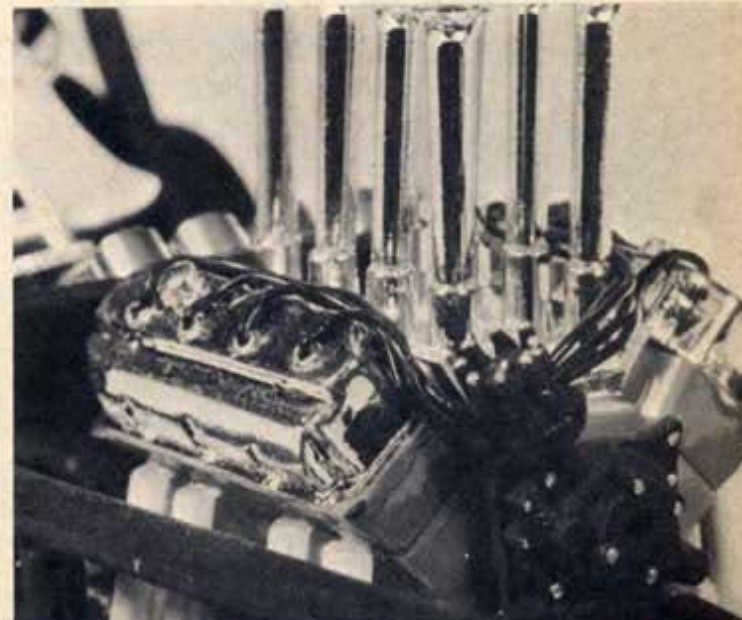


Shortened wheelbase on the Charger reflects the care used in altering the body.

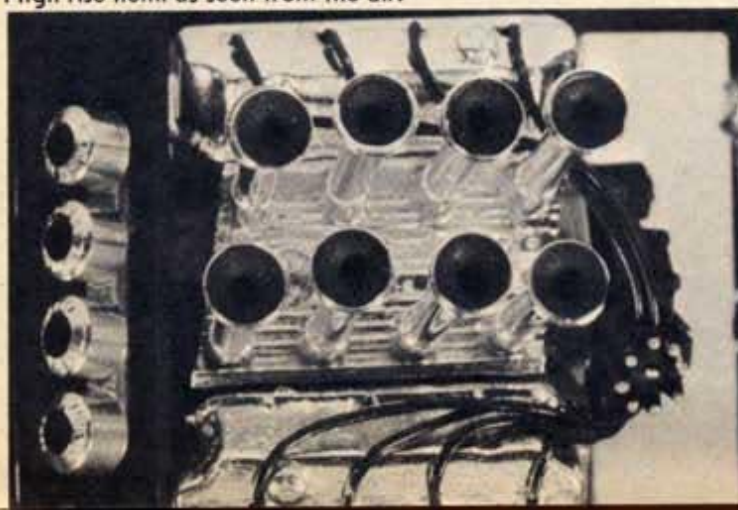
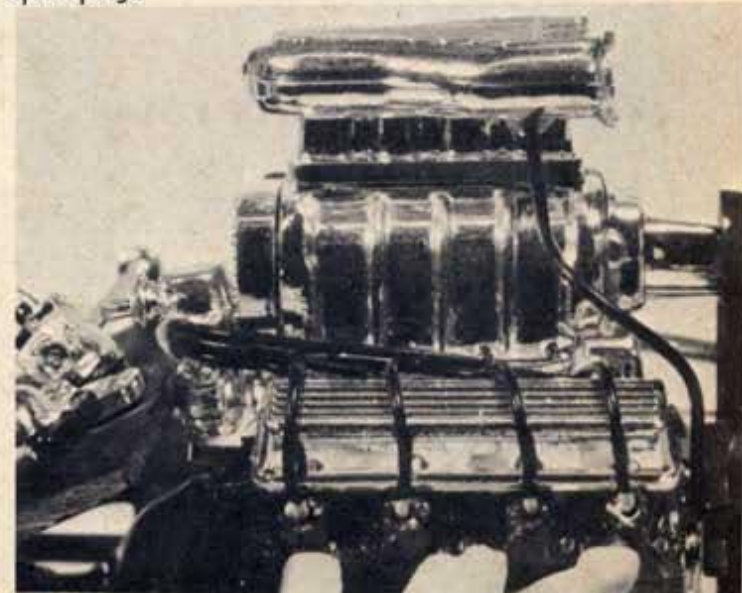


Parachute pull ring was made by cutting a coil off a ballpoint pen spring. Wooden dowls were soaked in water to make them curve and bend.

High rise hemi as seen from the air.



Neat hemi in the Charger has full wiring leading out of the distributor, painted bolt heads on the water pump. Neat wiring on the 427 is made up from grain of wheat bulb wire. Ends are painted white to simulate spark plugs.



CONCOURSE & SCALE...

WHY NOT?

NO MATTER WHAT YOU'VE
HEARD FROM SOME TRACK CATS,
A CAR CAN JET AND STILL LOOK

By Chris Chan

SHARP!

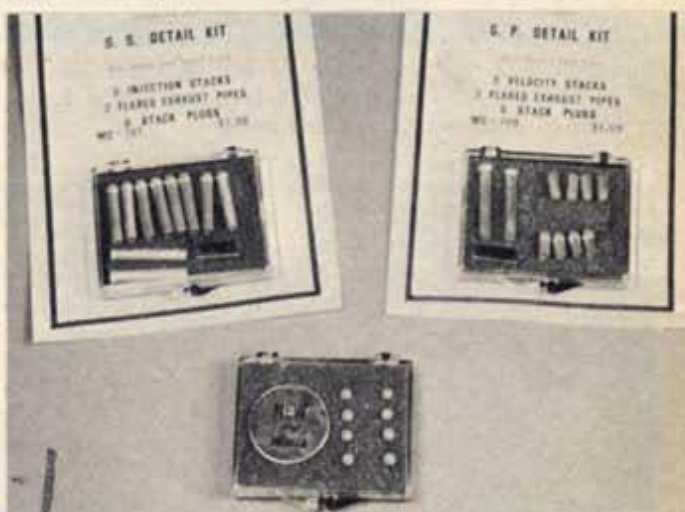
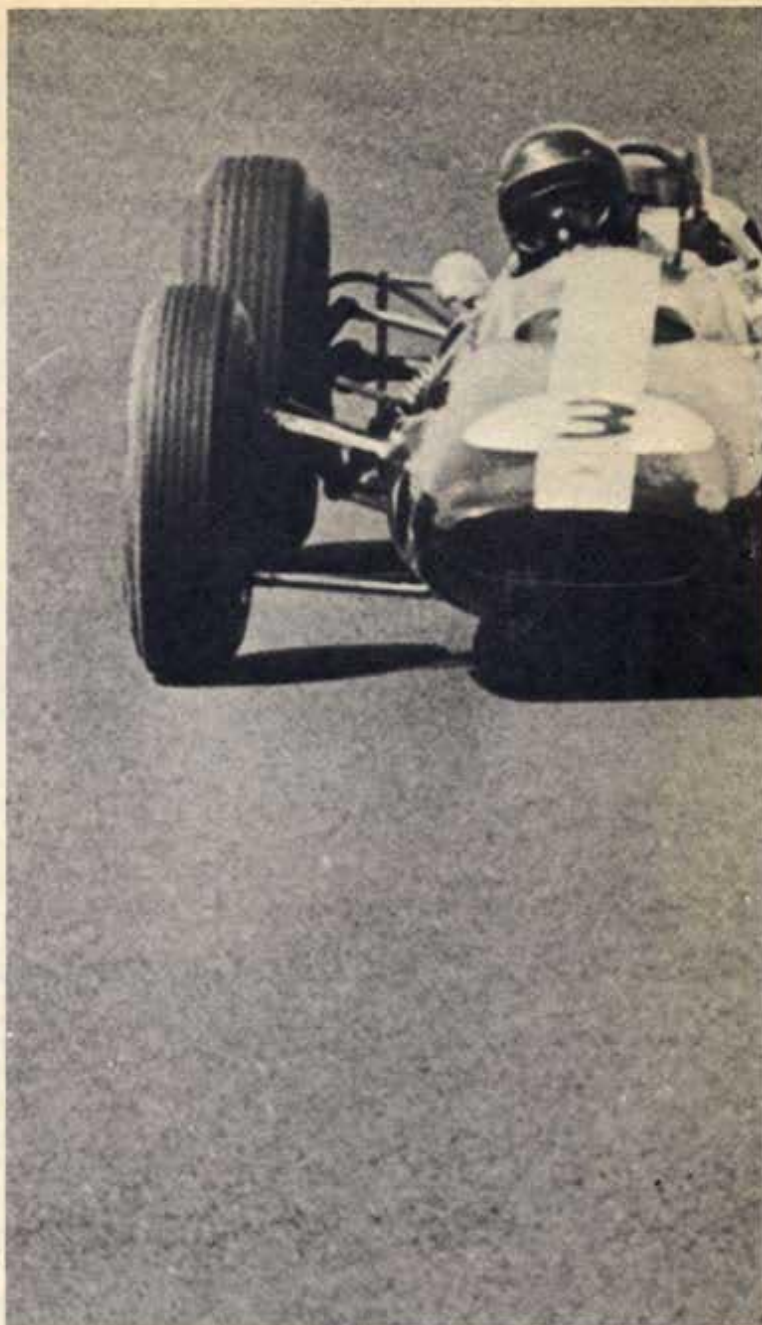
If you have a speedy machine that could use a little class, or a slow one that needs an excuse to be carried around, try some of our latest concourse tips to jazz up those bods. Now concourse building is as old as the sport of slot racing itself, but rising speeds and a need to out-handle the competition are threatening to wipe it out entirely. To make a scale car take the corners, most of us go considerably lower in body profile than full scale would allow. But concourse needn't mean scale. Body detail can be made to make a sharp looking car that is also a performer. If you take the extra time to add the velocity stacks, exhaust pipes, mirrors, etc., you'll probably find that slot racing can be a heck of lot more fun.

It's quite possible to use mini-front wheels and super-low bodies and still come up with a sano prototype by merely using the correct colors, decals, and some patience. The many products on the market specifically for slot racing or adaptable along with the tips to come can make you a racer you'll be proud to show off.

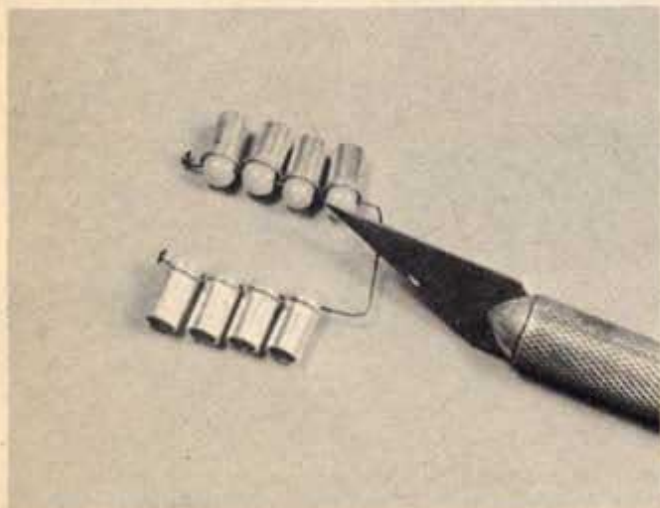
EXHAUSTS, VELOCITY STACKS, AND BALL PLUGS

Take a peek at any Dragster, Indy car, or anything else with exposed velocity stacks, while it's sitting inertly in the pits and you'll see that the tubes are always covered. This of course is to keep dirt and crud out of the carbs. The ball and chain method is popular among plenty of big car owners, so for the MCS Indy Eagle we popped the Monza "rubber ball" velocity stack set into the engine compartment. The G.P. kit we used sells for \$1.69 with eight intake tubes and a pair of exhaust pipes all attractively plated. The tubing size used by Monza for their kits is a bit too large for some applications (like attachment to the Eagle "snake-pit") but they really add authority and color (bright red balls) to the tail of our bird. Epoxy is used on the inside of the body to secure the pipes in the small holes drilled in the carburetor area.

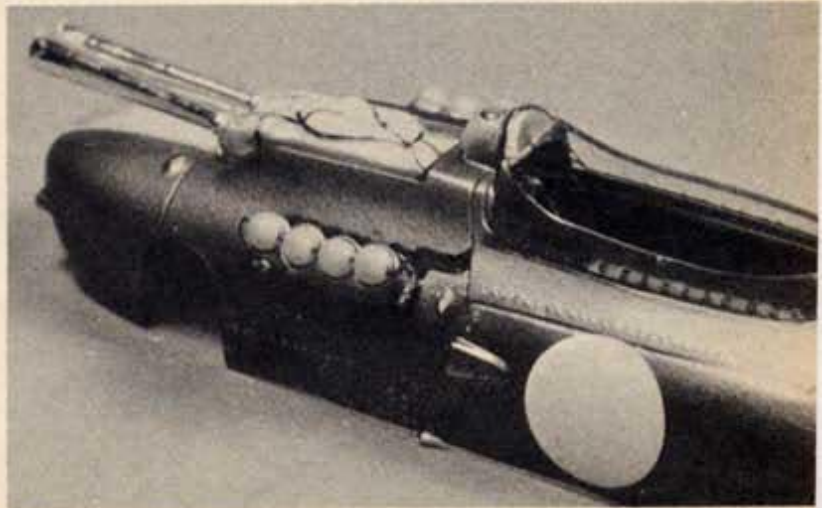
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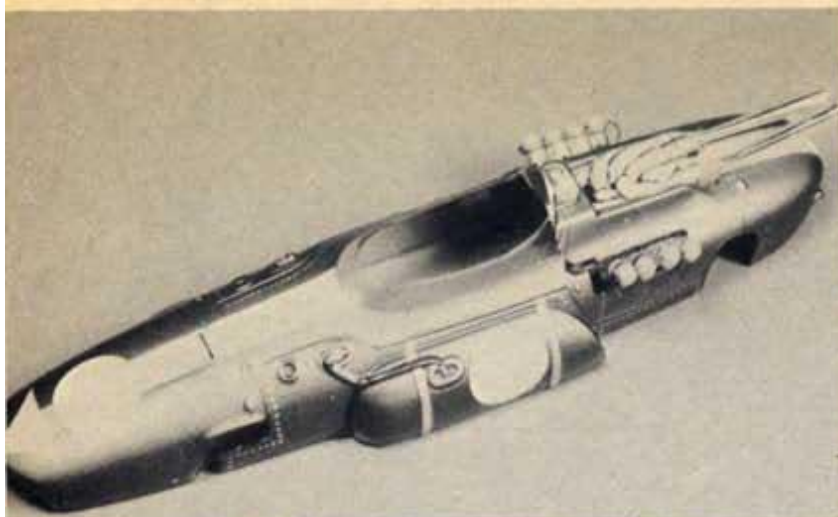
Monza's nifty answer to the blah engine compartment are exhaust pipes and velocity stacks in varying sizes with genuine looking ball plugs.



To be used on the "V" patterned Indy Ford engine the two banks of velocity stacks had to be separated.



Holes are drilled in place of the molded in carbs, and the new stacks are carefully epoxied inside. Don't get any epoxy on your paint.



Lancer's Eagle, ready to mount, is every bit as mean as its full sized prototype. Shake up the competition by removing the red rubber balls when it's your turn to get out on the track.



The goggle section of Cox's two piece head is removed with an X-Acto knife to reveal the full face of the driver.



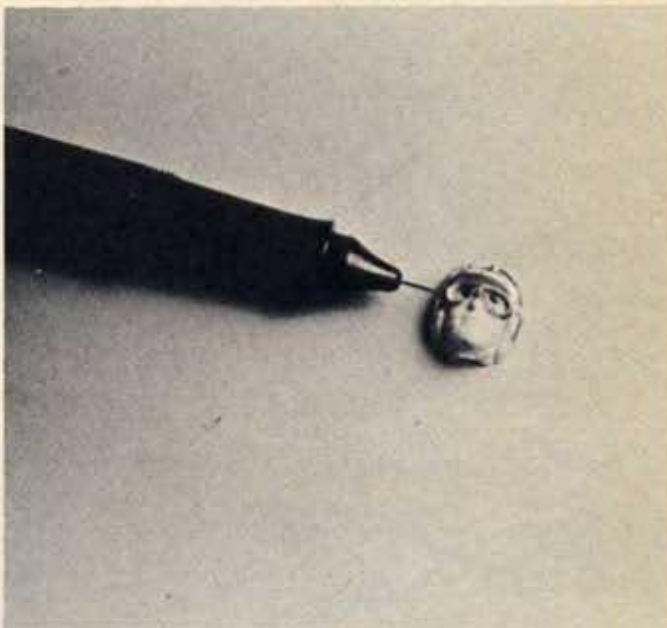
Smash a small wad of masking tape into the front of the head to fill up the gap left in boring out the goggle lens.



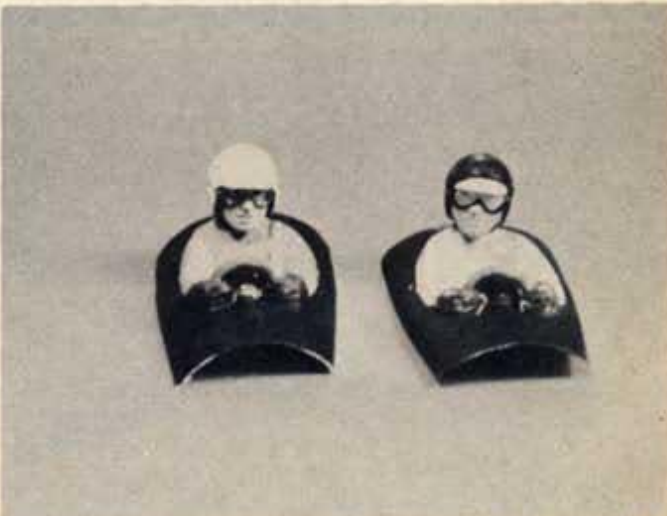
The torso for the driver is Lancer's G.P. interior kit done up in the latest Ulrich flat paints.

A HEAD FOR YOUR DRIVER'S SHOULDERS

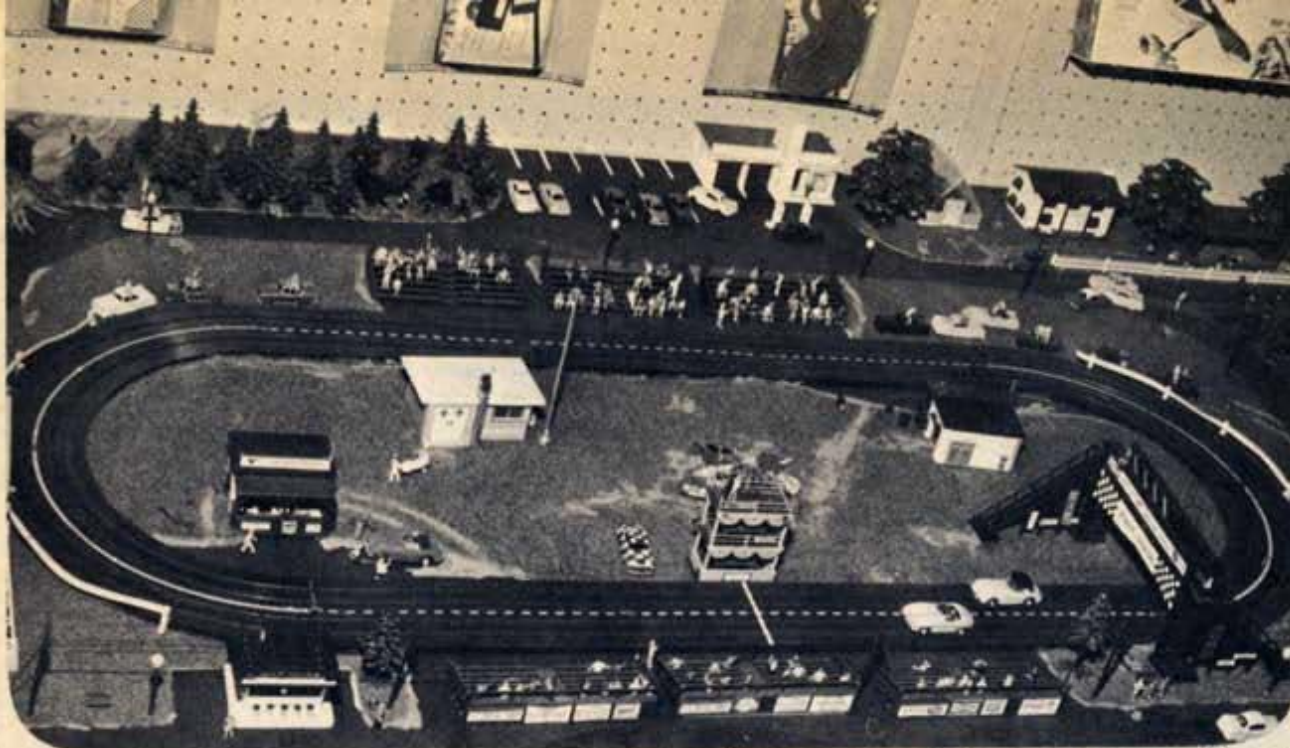
If you've stayed up half the night preparing a beautifully detailed car that could pass for the real thing, why stick in a driver that looks like a toy? The most unrealistic thing I can see on an average concourse car is the glassy stare of a plastic driver. It's really a simple matter to do something about it though. Using Lancer's G.P. interior for our hero driver's torso, and a Cox head we have the makings of a concourse pilot. First open up the goggle section with the end of an X-Acto blade. After neatly trimming out the opening squash a small wad of masking tape into the front piece of the head. Brush in flesh paint onto the exposed masking tape (through the goggles) and then lightly indicate the eyes with either flat dark brown or black. As a final touch flow in Monza glascote or epoxy to simulate the glass lens of the goggles.



With either a fine brush or the Rapidograph pen shown, indicate the eyes. Don't use too much paint as it will look as if your driver has a black eye.



Your finished driver should reek class all over the glassy-eyed mini men in the other cars. Here's where you can pick up some extra points for concourse.



THE HO RALLY ROAD Part I of III

By
Raymond E. Hoy

LIST OF H.O. MANUFACTURERS

A. C. Gilbert Co. Catalog available,
The Erector Square, Dept. MCS
New Haven 6, Conn.

Atlas Tool Co., Inc. Catalog available, 25¢
378 Florence Ave., Dept. MCS
Hillside, N.J. 07205

Aurora Plastics Corp. Catalog available, free
44 Cherry Valley Rd., Dept. MCS
West Hempstead, N.Y. 11552

Eldon Industries Catalog available,
2701 West El Segundo Blvd., Dept. MCS
Hawthorne, Calif. 90252

Faller Catalog available,
Charles C. Merzbach Co.
200 Fifth Ave., Dept. MCS
New York, N.Y. 10010

La Ganke Products Catalog available,
13205 Shaw Ave., Dept. MCS
East Cleveland, Ohio 44112

Lionel Toy Corp. Catalog available,
Hoffman Place, Dept. MCS
Hillside, N.J. 07205

Marx Catalog available,
200 Fifth Ave., Dept. MCS
New York 10, N.Y.

Tower Engineering Catalog available,
P.O. Box 32, Dept. MCS
Valley Stream, N.Y. 11582

Tyco Catalog available, 25¢
Mantua Metal Products Co., Inc.
Rose Hill, Dept. MCS
Woodbury Heights, N.J.

**WANT A CUSTOM FIRST CLASS
HO LAYOUT? HERE'S THE WAY TO
GO, WHETHER YOU BUY YOUR
GEAR OR BUILD THE MCS
SPECIAL.**

How would you like to own a custom raceway, fully landscaped, challenging to drive, beautiful to behold, and inexpensive to build? Impossible? No, and furthermore, to really hold your attention, let me throw in one more little bit of information—this entire bundle of joy can be yours on one 8' x 4' board!

I'm talking HO now, friends, the "wee" scale of slot racing. HO racers are a loyal lot, totally dedicated to "their" scale, and are capable of violently defending their little racing machines against the onslaught of any and all 1/32 and 1/24 enthusiasts. They give no quarter and ask none, when it comes to discussions on handling, speed, and beauty, all of which can be found in abundance in the diminutive world of HO model car racing.

Unfortunately, the HO people also feel as though they are the most forgotten enthusiasts in the entire model car racing field, and this may well be so. Until recently they had no organization whatsoever. Then HOCCI was formed. HOCCI, which stands for H.O. Competition Cars International, was born in Los Angeles, and later merged with NAMRA (North American Miniature Racing Association) in New York City, N.Y. HOCCI is the one and only true HO model car racing association in the world. They have a detailed rulebook and an extremely healthy membership. If you're interested, you can join HOCCI by sending \$2.00 for a year's

You've seen fully landscaped tracks in these pages before, such as this beauty, but nothing will compare to our "driver's course" when we finish part 3!



Some of the HO buildings that will be incorporated in the scenery building article (part 3). In addition, Faller buildings will be used. See manufacturer's chart for catalog information.

membership, directly to HOCCL, C/O NAMRA, P.O. Box 578, Times Square Station, New York City, N.Y. 10036.

Okay, so now you belong to HOCCL, and you've got a stable of red-hot, handling, HO machines. Where do you race?

Probably, you race on one of the many plastic HO tracks, such as Aurora's, Atlas', Lionel's, Eldon's, Tyco's, etc. You no doubt take it apart when you're done racing for the evening; and when you get the urge again, you have to take it out and reassemble the entire thing.

The way around this nuisance, of course, is to build your own custom layout, on a permanent board. You can do one of two things. First, if you already have the track, just lay it out on the board and screw it down. This automatically eliminates the twisting and bending that an unsecured track normally receives in the course of an evening's racing. Without much effort then, you will get better and more trouble-free racing, as the problem of poor electrical connections between the twisted track sections will be eliminated.

You can do one other thing, however. You can route your own slots, and lay your own track conductor, and go the route of building a custom track, just like the 1/32 scale people do. And this is a ball! But either way, you'll end up with a far better racing layout than you have ever had by just assembling the track on the floor. And you can fully landscape the table, whether it's around a fastened-down plastic track, or a custom-routed one.

And landscaping is half the fun! There are a good many HO scale buildings, trees, people, and related items, on the market. You just have to know where to find them. I've listed sources for this material in the suggested list of material.

This article is part one of three parts. It will deal with the track design, and a discussion of what parts will be used. Next month you'll see the actual routing operation and laying of track conductor, plus full wiring instructions. In other words, you'll actually be able to run on the track. The third installment will deal fully with landscaping and finishing touches. When you're through, you'll have the sharpest HO custom track anyone could ask for.

I for one think that most of the HO controllers and wiring setups on the market could stand some improving. The wiring is half of the battle on any raceway. Ours will be top-notch! I've tested all of the HO controllers on the market, and have decided on the 60 ohm Tower-Stat, which sells for \$4.95. Perhaps by HO scale this is expensive, but believe me, it's worth every cent, and will last you, literally, a lifetime! And such control! You'll turn a faster lap with this controller than you've ever turned

No "toy" controllers for our HO layout! This is Tower-Stat's immensely rugged and sophisticated 60 ohm controller, selling for \$4.95. It's wired for brakes too, and is as good as any 1/32 or 1/24 controller in quality, construction, and design.

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MOTOR MATCH **PART THREE**

By Chris Chan

The hot setup right off, was the 310 Thorp in a brass pan chassis. The reason for this was mostly my experience with this type of car-motor combination. Still running on the American 150 track, the CJ X-15 and the Versitec SS101 followed up on the lap time charts; while

**SOME HOT CANS
FOR PARTICULAR
SPEED SCENES.**

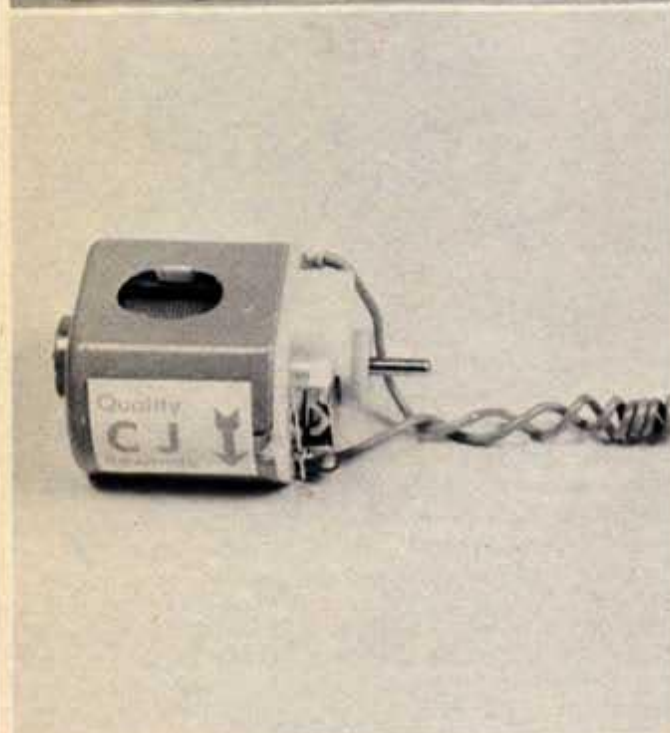
The Versitec, with its very slim profile had the slight edge on overall handling ability, and also had the sturdiest mounting with its Hemi-like system. John Thorp's pink jet put the fastest times together with superb balancing to form a highly competitive Mabuchi that would be even more so with some Arco 33 or Magnum 44 magnets to boost torque and braking power.

As far as the point superiority was concerned, the CJ X-15 came out the big loser although often second best. What you do have is a very fast, extremely controllable 26D. Ease of control, not handling (handling is determined by both chassis and motor), makes it the best in one factor. A slower driver can get it to go fast as it does not require super jet reactions as do the Thorp and Dynamic.

	Mounting	Vibration Heat	RPM	Torque	Braking	Handling
CJ X-15	***	***	****	***	***	***
Dynamic	****	***	***	****✓	****✓	**
Thorp 310	***	****✓	****✓	***	**	****✓
Versitec	****✓	****	***	****	***	****

***** Excellent
 **** Good
 *** Fair
 ** Poor
 * indicates best
 ✓ of four in
 given rating



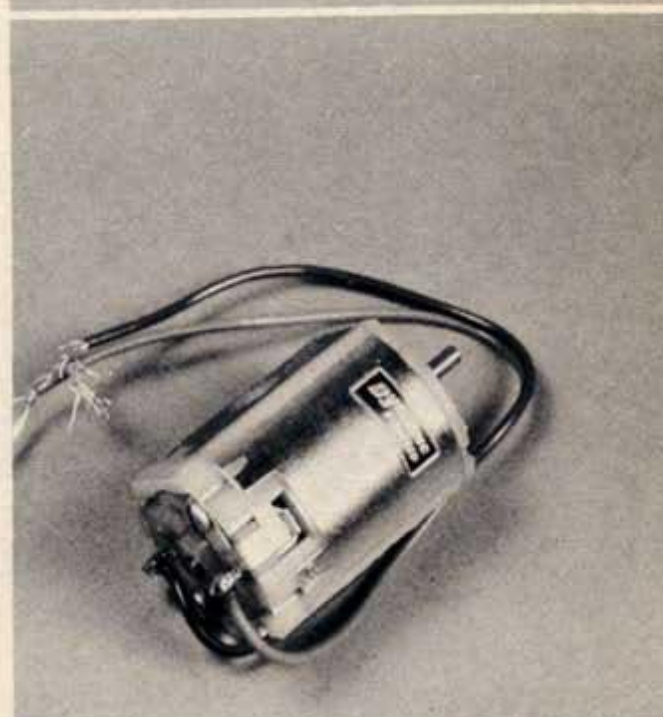
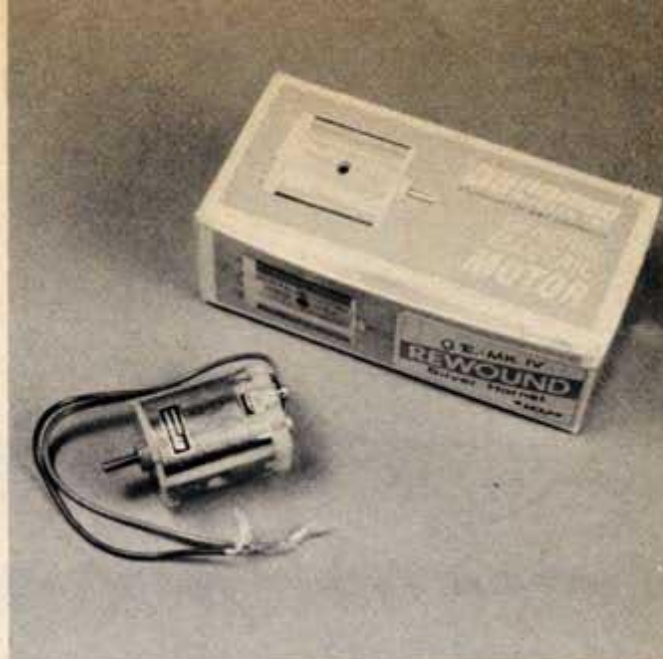


CJ X-15

CJ's X-15, a red, West Coast rewind 26D with a #28 wire wrap, balancing, an epoxy baked armature, and a wrapped and trued commutator is sold for \$9.95.

The #28 wind (undisclosed) works well even on lower powered tracks, and the can remained cool even on a track with a bit of AC ripple. Low range torque really shot the X-15 out a corner nicely, and RPM and braking were well balanced to give a very forgiving performance.

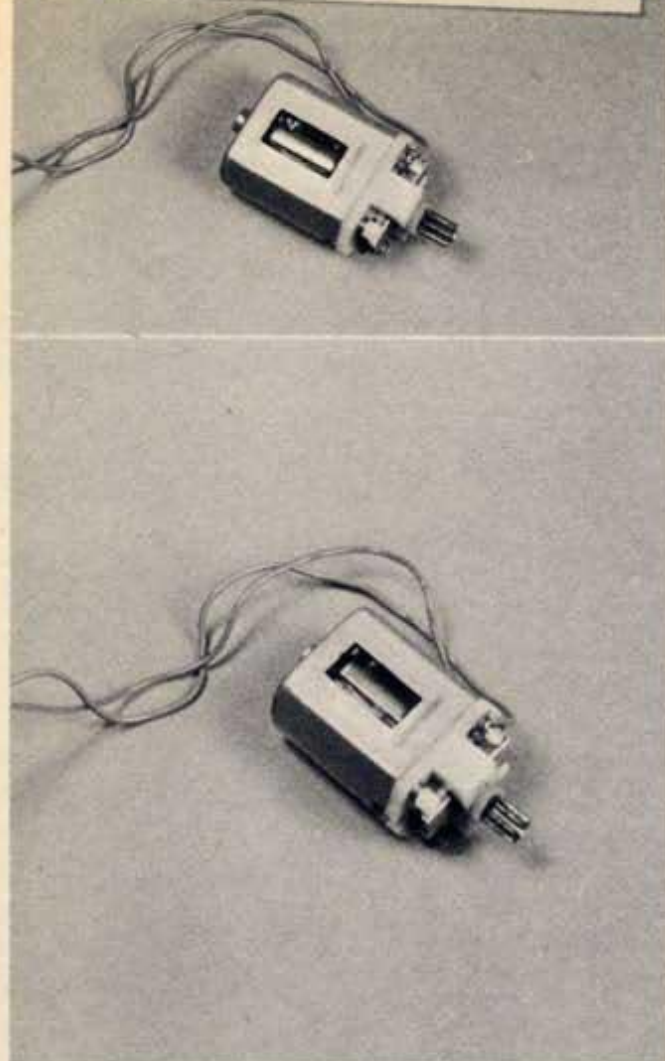
Because of the short length of the 26D the tail tends to get about in the corners when you hit the power. This is in part countered by the can's slightly higher (than a 16) c.g. which gave me a bit of a roll and increased traction on the outside tire. Mounting is a simple matter using MDC, U-Go, or Advance motor axle brackets. Gearing for the 10° counterclockwise timed motor should work out to be in the 3.5 to 4.5:1 to best take advantage of the motor's power. Control ohmage is best at anywhere from 15 to 7½.



Dynamic G. E. Silver Hornet Mk. IV

I'm tempted to say the Mk. IV's \$10.95 tag pays for the longer name, but the buck higher sticker is really a bargain when you consider the extra goodies Dynamic has stuffed into their already super quick G.E. toothbrush motor (don't forget how they first laughed at Parnelli's turbine thingie). 45 turns of #27 (!) wire, dynamic balancing, epoxying, a trued Kirkwood comm, shunted brushes, and Indox 3 "Dyna mag" magnets form up this potent power plant.

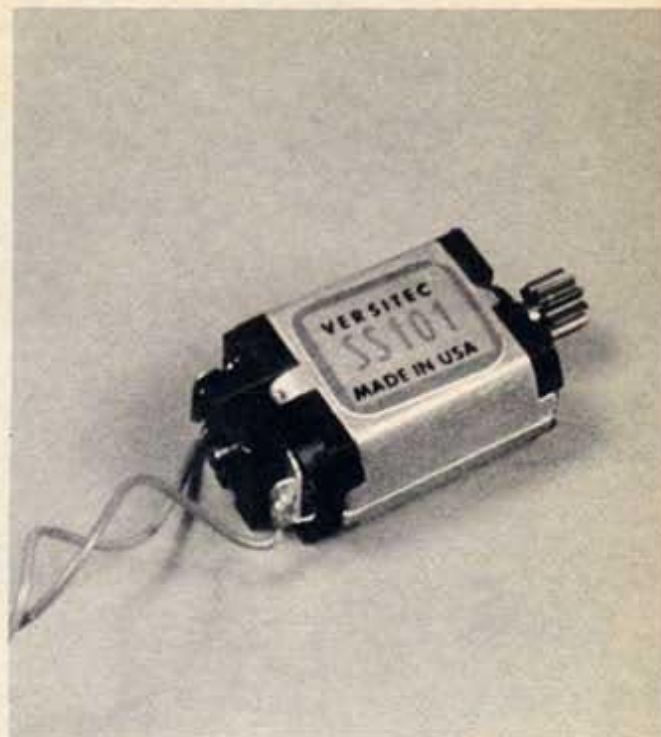
The acceleration and braking, virtually unaffected by gear ratios, are unapproachable by the other motors. The large size still squished into larger Indy cars of the Lancer sort, and the height made cornering an interesting affair. Tire wear is quick, as even the heavier frames couldn't prevent breakaways. But on a big track running through 2.7-3.2:1 it's just a blur. Mounting is best through either Dynamic's chassis or brass bracket. The MRC 5 ohm unit gave the best control for the responsive motor.



Thorp 310

All done up neatly in Pomona racing Pink the Thorp 310 is the latest of the line of super jet rewind 16D's. With the price up to \$9.95 the Thorp comes with 55 of double 31 wind, a reground Kirkwood, epoxying, and what is still one of the best dynamic balancing jobs around.

Chassis are no problem at all with Russkit, Associated, U-Go, and others having a variety of brackets with varying motor:axle distances. The motor is potent everywhere around the track with its only weakness lying in its fair braking ability and inability to run on low power tracks. When I finally stuffed a set of strong Mura Magnum 44's into it the Thorp had enough power on tap to run with the best. Gears varied widely from track to track (4-5:1) on the 6° counterclockwise timed motor. Top control this time was the new Cox Mk. V 7 1/2 ohm.



Versitec SS101

Apparently Globe's slot racing division, Versitec, has given up pushing their overpriced and underpowered SS91 revamped missile motors and is now making a good, fast slot car motor. The \$9.98 super can has lots of little innovations like a five slot armature, 1/4" (!) ball bearings, shunted brushes (which both Versitec and Dynamic claim to be exclusively theirs), and super strength ceramic magnets. In addition the case profile is a full 1/16" lower than a Mabuchi 16D. One big drawback, though, is the gigantic 1/8" shaft which allows a minimum of ten teeth for the pinion. When geared the best advantage of 4:1 the 40 tooth contrate jacks the rear up so high to clear itself that the low profile is almost completely wasted.

Versitec makes a companion frame that works out very well and most 26D brackets could be modified. The motor performed very smoothly and was the fastest on low amp tracks but seemed to fight a losing battle for quick acceleration. The larger the gears got for more jet, the larger the tires got to clear the gear. The lack of vent holes in no way hampered heat dissipation and undoubtedly added needed torque. 10 and 15 ohm controllers worked well for comfortable driving. I'd use this can for enduros.

SPECIFICATIONS

	PRICE	WIND	LENGTH	WIDTH	HEIGHT	SHAFT	BEARINGS	MAGNETS
CJ X-15	\$9.95	---	1-1/8"	1"	3/4"	.078	Ball	Mabuchi
Dynamic	\$10.95	45-#27	1-3/16"	1"	7/8"	.095	Oilite	Indox 3
Thorp 310	\$9.95	55-dbl.31	1-5/16"	15/16"	5/8"	.078	Ball	Mabuchi
Versitec	\$9.98	---	1-1/4"	15/16"	9/16"	.125	Oilite	Versitec

By Dennis Doty

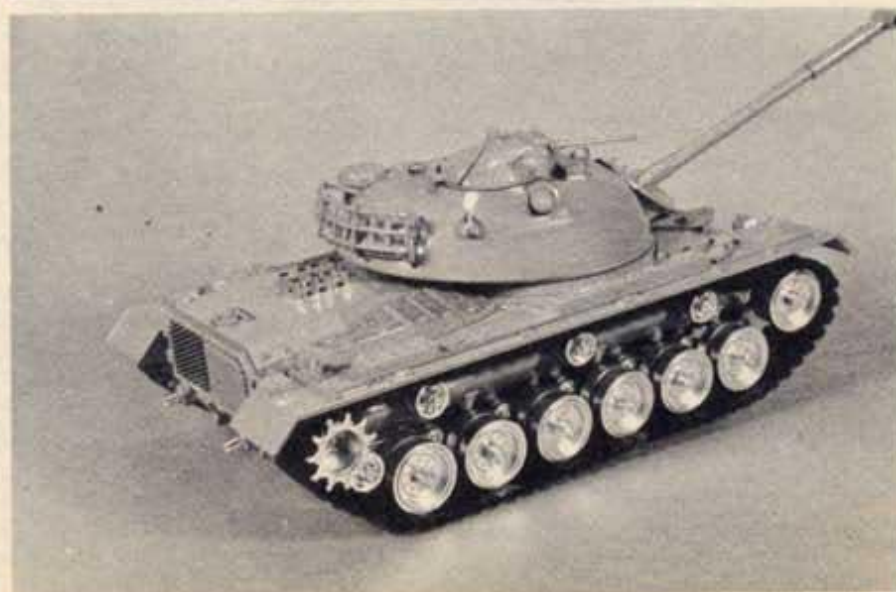
"THE DRAGBLASTER!!"

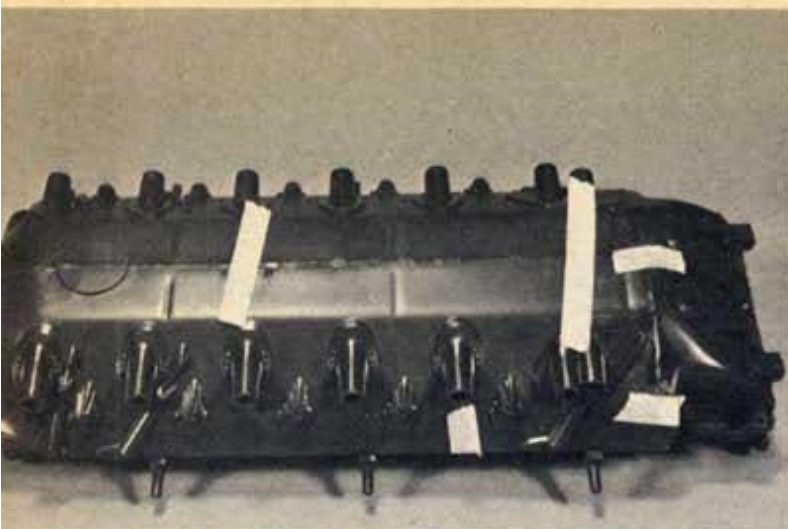
SINCE FUNNY CARS SEEM TO BE GETTING WILDER ALL THE TIME... WHY NOT TRY THE ULTIMATE??

When it comes to building a crowd-pleasing Funny Car, speed isn't necessarily the most important factor. If your altered asphaltter jets, that's great . . . but it'd better look wild when it goes. A Funny Car is a Funny Car, because it's funny looking. They've got cars with bodies mounted on backwards; with the drivers sticking out of the hood or roof; and with engines mounted anywhere except on the front end. The object of the game is to be fast . . . *and different!*

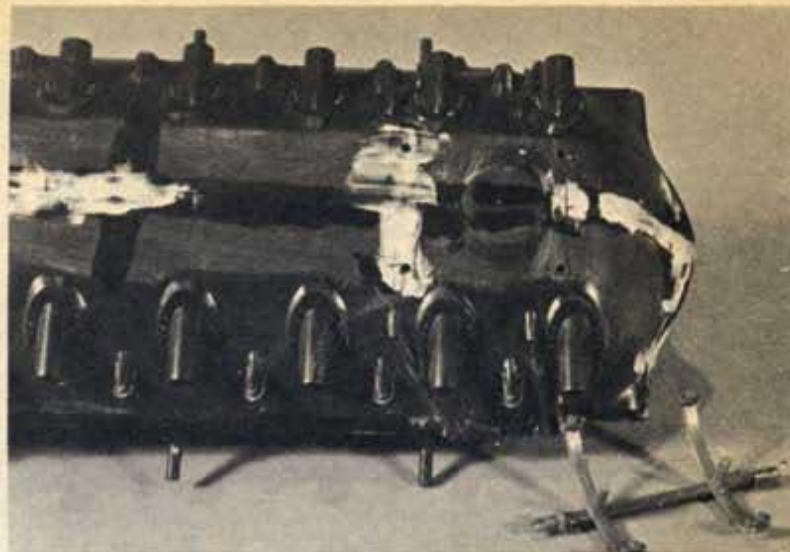
However, if you think about it, you can't help but wonder just where all this weird-wheelie action is going to end up. What's the drag world going to do, if the "idea-machine" stops cranking out newer and wilder setups. It's going to have to start some freaky-reaching, that's what. And if it ever comes to that, here's one candidate for the title of the Ultimate Funny Car . . . a fiberglass version of the 50 ton Patton tank. Now you've got to admit it'd be something else; you just don't see a "Dragblaster" flippin' its tank treads down the blacktop any too regularly. But if you went with a fiberglass bod, it could be hacked . . . all it takes is money!

So . . . if you're tired of Funny Cars that are only wild, and want to go pure weird instead, work out your frustrations with the "Dragblaster." What you need are Monogram's Patton Tank kit and their 1/32 Boss Willys, plus a lot of speed decals to dress up all that body area. In the photos, you'll see two different versions. The twin-engine one is no harder to build than the fuel-injected one; just more expensive as you'll have to pick up a second engine from somewhere. However, no matter which one you try, it has got to be a pretty competitive set of treads . . . with that 90MM "persuader" hanging over the front end, it wouldn't exactly be the kind of machine any hot shoe would like to pass!

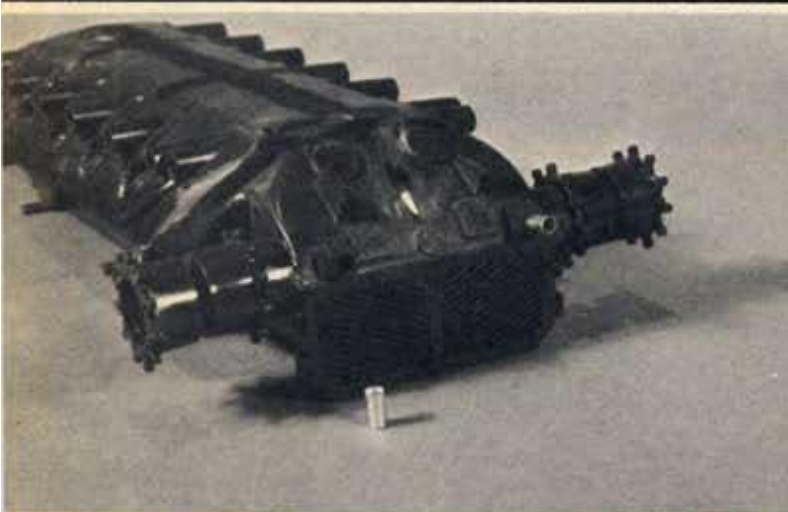




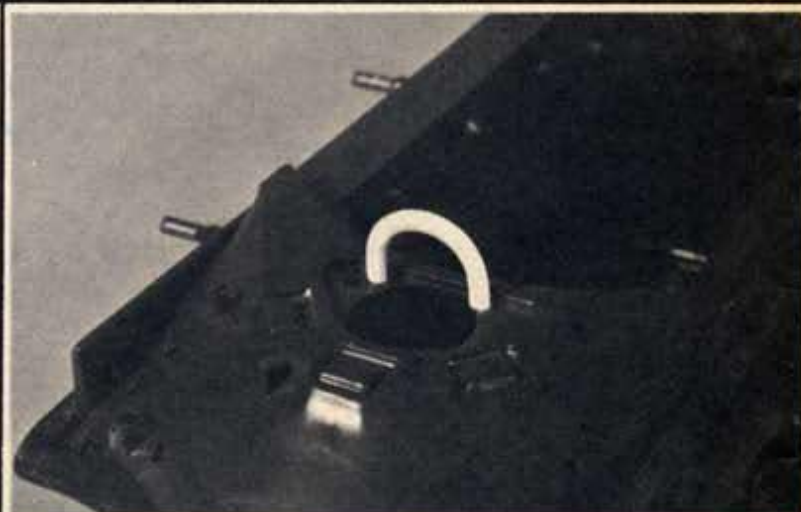
Start by gluing the hull (parts 1 — 2 — 3 — and 5) together. Putty seams and sand smooth when dry.



Drill four holes in the belly pan of the tank for mounting the front axle assembly. Be precise.



Drill two 1/8" holes in the back of the hull for exhaust pipes. Use 1/8" aluminum tubing for the pipes.

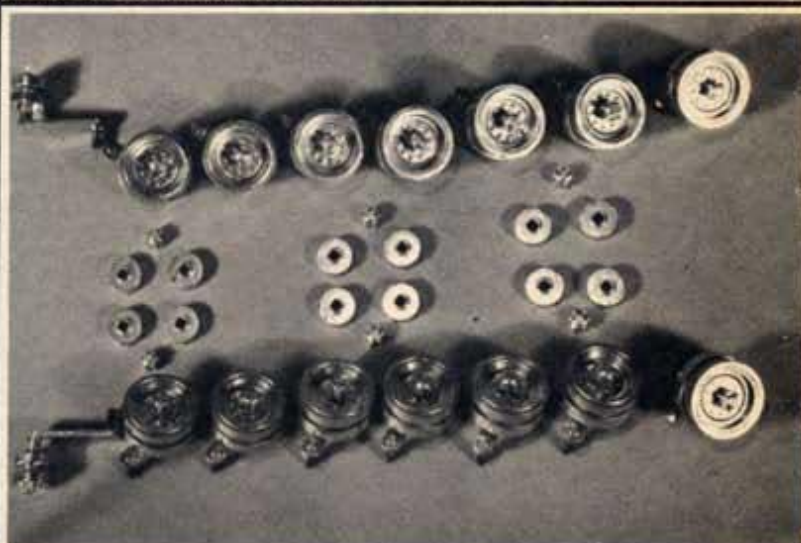


Just before you are ready to paint your Monogram Funny Tank, cut a roll bar down and glue it in position as shown.



Attach .50 caliber gun and glue 90MM gun in position shown before painting.

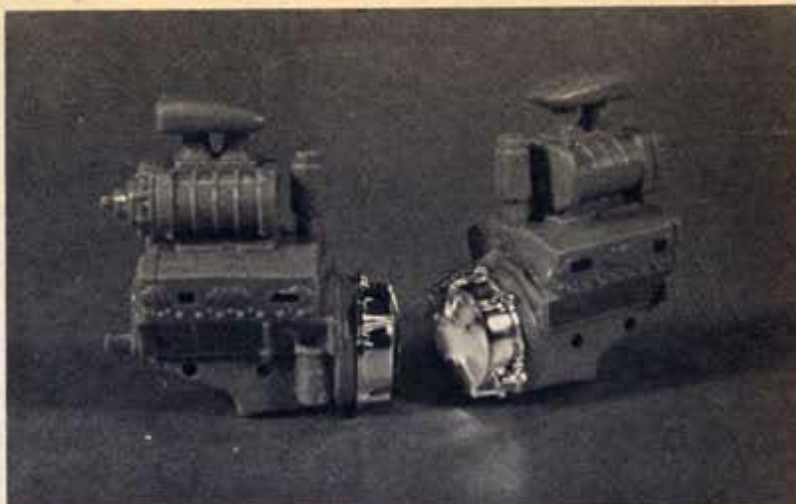
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While you are waiting for the paint on your tank to dry, paint all the wheels chrome silver.



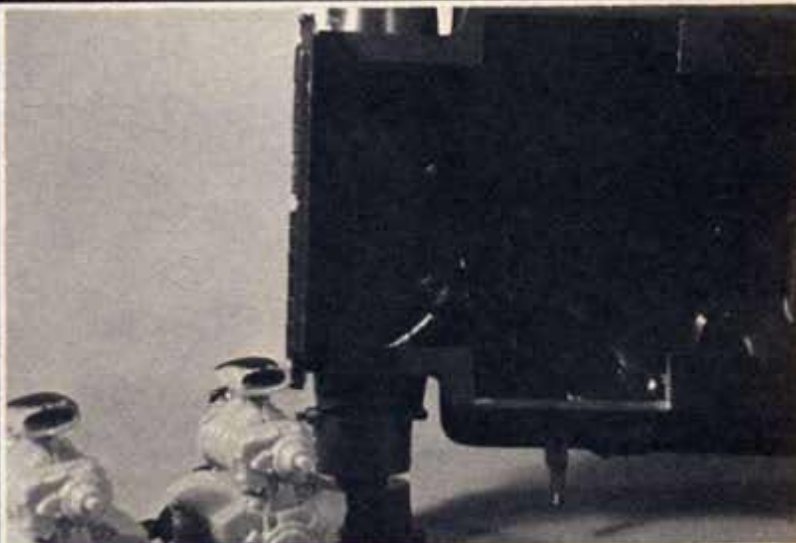
Now would be a good time to paint the driver. Use flat colors. Use a wide piece of masking tape to install in tank.



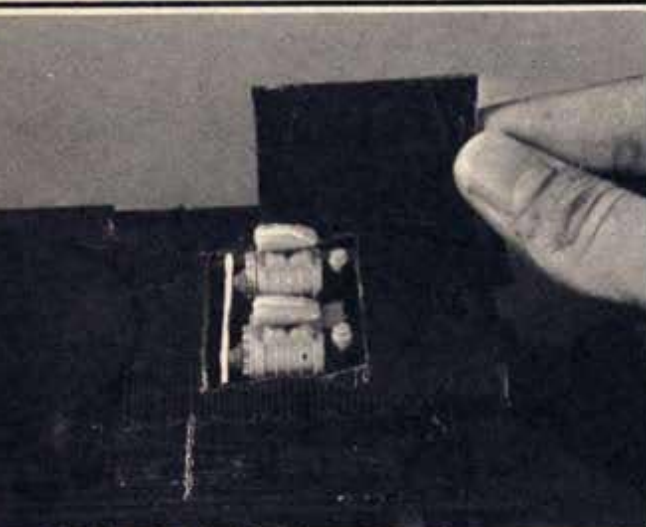
If you decide to make the twin engine version, make bell housings for engines from old flywheel covers you might have in your parts bin.



Drill two holes in bell covers for drive shaft. Cut off axle $1/4$ " away from differential and file down until it fits inside a piece of $1/8$ " tubing. Cut tubing $3/4$ " long to connect differentials. Cut axles to fit in tank.



Cut two strips of plastic from hull, as shown, so engines will fit.



Cut a hole in the fender assembly for the engines. White plastic on blowers holds engines together for trial fit.



Make a motor mount for the engines. I made mine as simple as possible, but it works.



If you thought your HO scale cars were really small stuff (size-wise, that is), take a note of the unnerving fact that an N-gauge Caboose, detailed-for-real, isn't much bigger than a thumb... and a feminine gendered thumb at that!

IF YOU THOUGHT HO-SCALE WAS PRETTY SMALL STUFF, CHECK OUT THE NEW SCALE-RAIL WORLD OF 1/160TH...IT'S ITTY-BIDDY.

By Marshall Nealand

Actually, I'm an automotive enthusiast, a dedicated car-nut all the way. And that's speaking straight-arrow. And that means that what I'm about to say should be taken seriously; especially in view of the fact that what I want to talk about is the latest happening in that other world of model railroading. And I speak with no fuzzy tongue!

For openers, do you have any idea just how small is 1/160th scale? To help you establish a frame of reference, remember that HO is only 1/87th the size of the real-life world... and some folks call HO the "wee-scale." Obviously, and therefore, 1/160th has got to be pretty small stuff. That it is. It also just happens to be something close

to the most exciting news to escape, after many a dull year, from the usually quiet world of the scale-rail. Trains, in a phrase, are shrinking in physical size... from the once-tiny HO scale, down-down-down-down to an unnervingly itty-biddy 1/160th. Just try visualizing four... count 'em, four... complete train layouts in the area formerly needed for only one HO setup.

However, the utter smallness of the new 1/160th scale is only a part of the excitement; what really makes a scale-fan literally stand on his lower lip is the fantastic detail. And I mean the word is *fantastic*! Admittedly, I've never been really hung-up on model railroading; it must be something like ten years

since I even cast a casual glance in that direction. Still, I think I've suffered through enough train trips in my young life to be able to tell a caboose from a milk truck. I'd go so far, in fact, as to bet that I could spot a Baldwin Diesel Switcher hidden in a fleet of VW Mini-buses!

In any case, even though I don't know much about scale trains, I know what I like. It's a hard-to-define "feeling." I get the same kind of tick when I discover a particularly good "Matchbox," Corgi, "etc.-type" metal car, with more than the usual amount of clean-lined detail. It's just a feeling-thing; but if you like scale for its own sake (a real and proud-of-it "scale-fan"), you know what I mean.

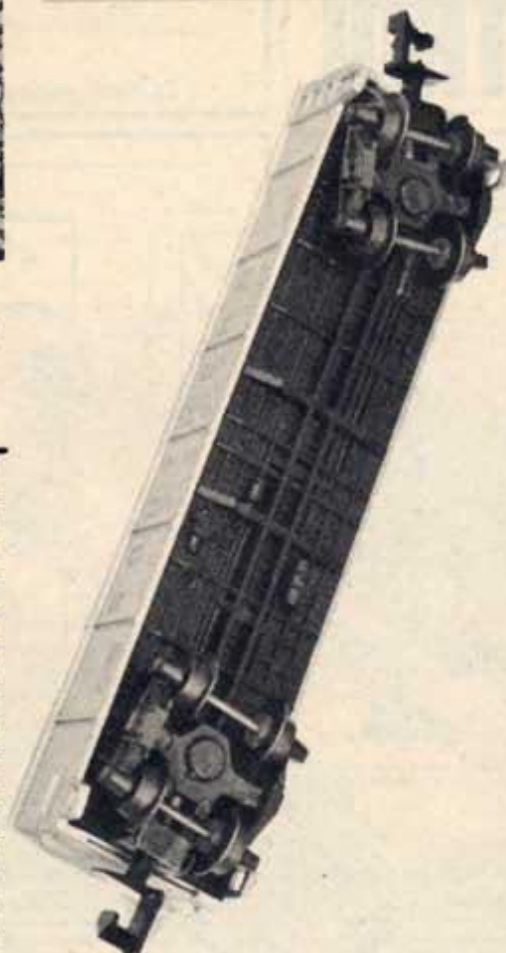
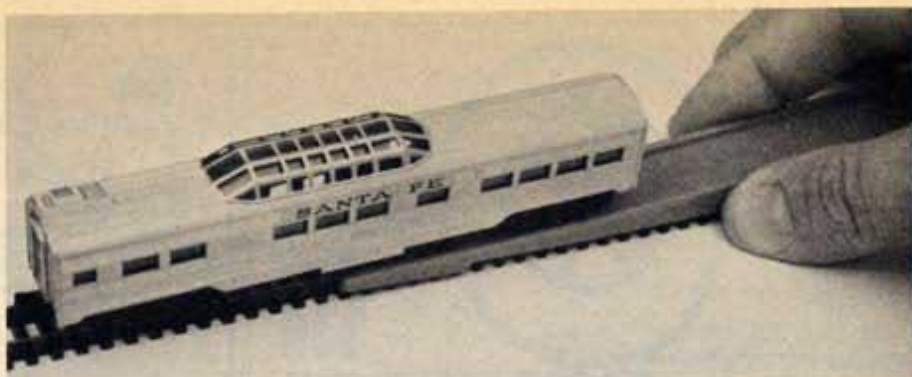


Inside that little kit, if you can believe it, is a complete and fantastically detailed model railroad . . . cars, track, and the whole show! It's Aurora's version of the new 1/160th scale-rail happening.

Reportedly, a number of model car manufacturers have also suddenly "got with the feeling," and are making a detailed dash to produce their own lines of the new mini-trains. The two companies working the fastest and making the most noise, from what I hear, are Revell and Aurora. And both are turning out really, without a doubt, beautiful scale stuff. Revell calls its 1/160th stock "Revell Rapido N-Gauge MicroTrains." (That's what is known in the trade as a semi-generic lung-full of a brand name; so, unless otherwise notified, just ask for the Revell MicroTrains.) Aurora, to be really graphic and different, has simply dubbed its line-up "Postage Stamp Trains." The name's a natural, since the largest of any of the locomotives or cars isn't much bigger, actually, than an ordinary postage stamp . . . well, maybe you should make that an ordinary large-type stamp.

While Aurora is coming out with four different sets (priced from \$20 to \$30, complete), Revell is about to literally pack the tracks with twelve. All of them are modeled on American rail lines, including among others: the Chicago & North-western, Baltimore & Ohio, Union Pacific, Western Pacific, Pennsylvania, and the Santa Fe. Prices will probably run about \$20 to \$37.

The "Main Line East" (Pennsylvania R.R.) set, for example, is reportedly priced at \$35.95; and fea-



If the small size doesn't shock you, the sharpness of the detail will. Open a kit, and you'll find one of the finest scale copies of the trains that opened the American West, industrialized the Nation, and made Engineer Bill a TV Hero!

tures an FP9 Diesel Locomotive with eight wheel drive, FP9 Dummy Diesel, Box Car, Gondola, Hopper, Flat Car and Caboose, black nickel plated steel track, power pack, power cable with terminal clips, a Re-Railer, and a manual that tells all.

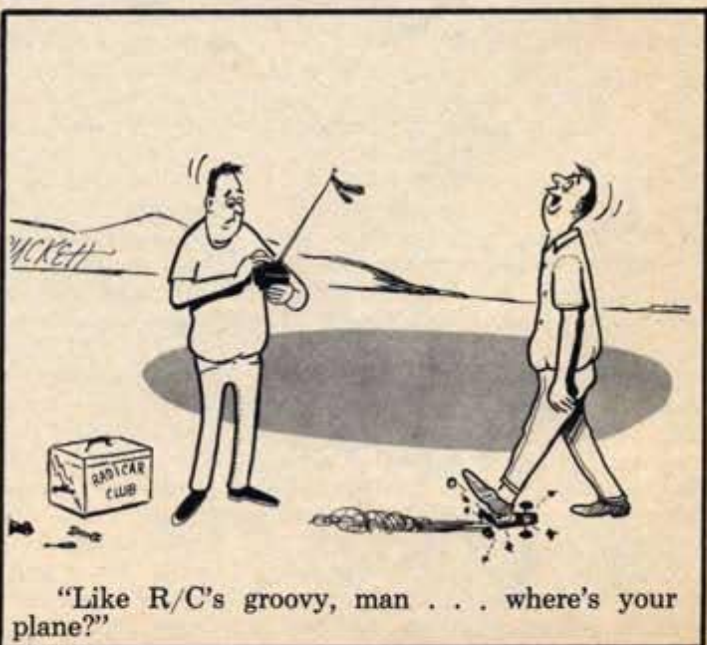
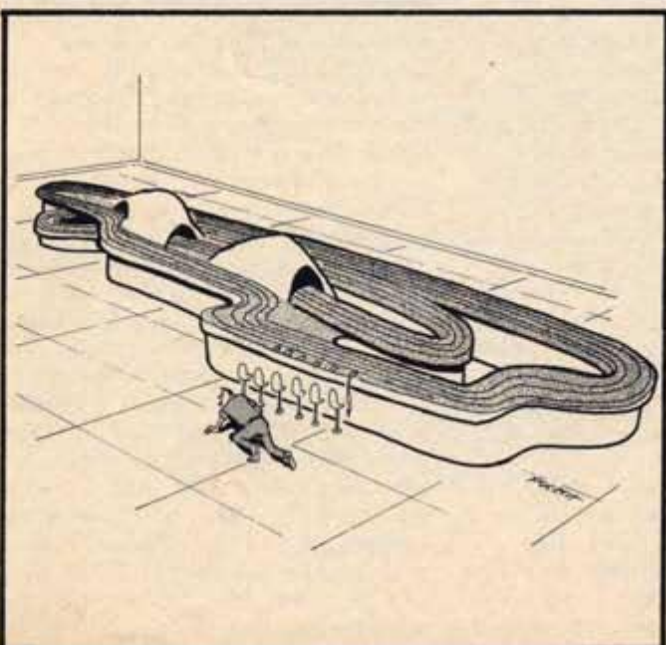
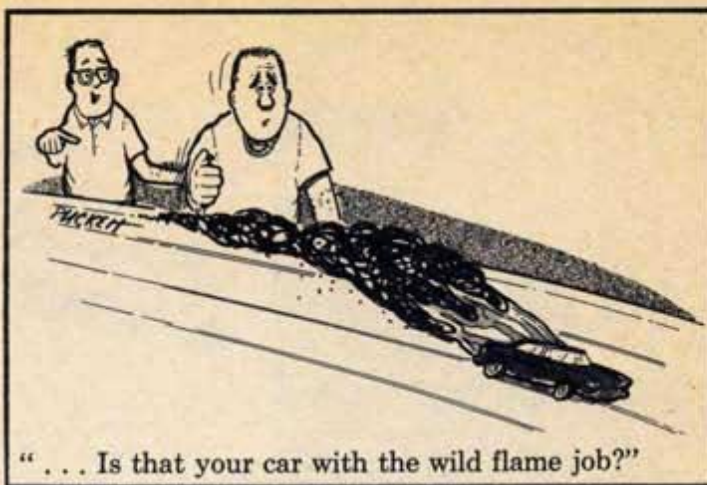
I haven't heard for certain, but Aurora will . . . like Revell . . . probably market a full line of "yard" stock and rail-side scenery. So far, Aurora hasn't said anything, at least to me. But, Revell



What it is, is "The Incredible Shrinking Railroad"! And for the scale fan who digs detail, N-gauge is a real experience. Even Diane Davies knows that. In case, maybe you were wondering, like we should have to mention . . . she's a girl model. One-to-one scale.

. . . ! That company has such an assortment of unbelievable add-on stuff, that an empire you could build if you really caught the fever!

Whether or not, you as a fender-pounding car-nut have never before given two hoots and an occasional toot to the world of model trains, go check out one of these mini-jobbers. If you dig detail, it'll be a real scale-experience. That's all I can say, but like I'm saying that with feeling.



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